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UNITED STATES OF AMERICA







HOMES ON THE SOUND

FOR NEW YORK BUSINESS MEN:


A DESCRIPTION OF THE REGION CONTIGUOUS TO

THE SHORE OF LONG ISLAND SOUND,

*Between New York and New Haven; also a
statement of the inducements there offered
the New York Business Man
for the purchase of*

A Suburban Home Within Easy Reach of the City.

*"Come forth, come forth from the haunts of men,
"For the waters are sparkling in grove and glen!"*

 Ten thousand copies of this pamphlet are issued for gratuitous distribution from the New York office of the
NEW YORK, NEW HAVEN AND HARTFORD RAILROAD COMPANY.

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W. H. H.

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HOMES ON THE SOUND.

NONE who are familiar with them need be told that the regions of New York and Connecticut skirting Long Island Sound, from the Harlem river to New Haven, not only teem with features of historic and contemporaneous interest, but abound in natural beauties, which pre-eminently commend them to the attention of those seeking suburban residences within easy distance of the metropolis. Those whose fortune it has ever been to pass over the great railway thoroughfare traversing this region, and forming a vital connecting link in the line of Atlantic seaboard travel, as well as being the great tributary by which New England annually pours her hundred thousand visitors and her millions of tons of freight into the great emporium of American commerce, cannot have failed to derive from their observations substantial evidences of the thrift, prosperity and promise of the various towns, cities and villages through which they have passed. Virtually, it is one continuous settlement, stretching from the Empire to the Elm City—teeming with life and industry, and adorned with a wealth of natural beauty withal which the ingenuity and culture of man have not been slow to enhance—parks, villas, manors and county seats, palaces which even a monarch might not disdain, lawns and landscapes which call up glimpses of England's ancestral sceneries, forests and groves, lakelets and rivers with stretches of blue sea interwoven here and there, and ever and anon a cluster of factory chimneys,

or a snowy cross-surmounted church spire peeping out amid the foliage,—all make a panorama difficult to efface from the retina of memory. Certainly, none who have traversed this region can readily forget its charms.

But it is for the thousands who, cooped up within the brick walls of the city, seldom or never find time to stray out to the rural beauties beyond ; who, engrossed in their daily cares—or bearing their daily burdens—never bethink themselves of the green leaves and the pure atmosphere of the country so near at hand ; it is for these that this little book is put forth, that, reading it, they may see and follow out the way to a brighter, happier and cheerier life—may bid farewell forever to exorbitant city rents, and grasping landlords—may rear homes of their own, Homes on the Sound, somewhere in one of the hundreds of pretty nooks which nestle along its shores, and may bring a fresh bloom to the cheeks of their little ones, and fresh hope and cheer to their co-toiling partners in life's struggle.

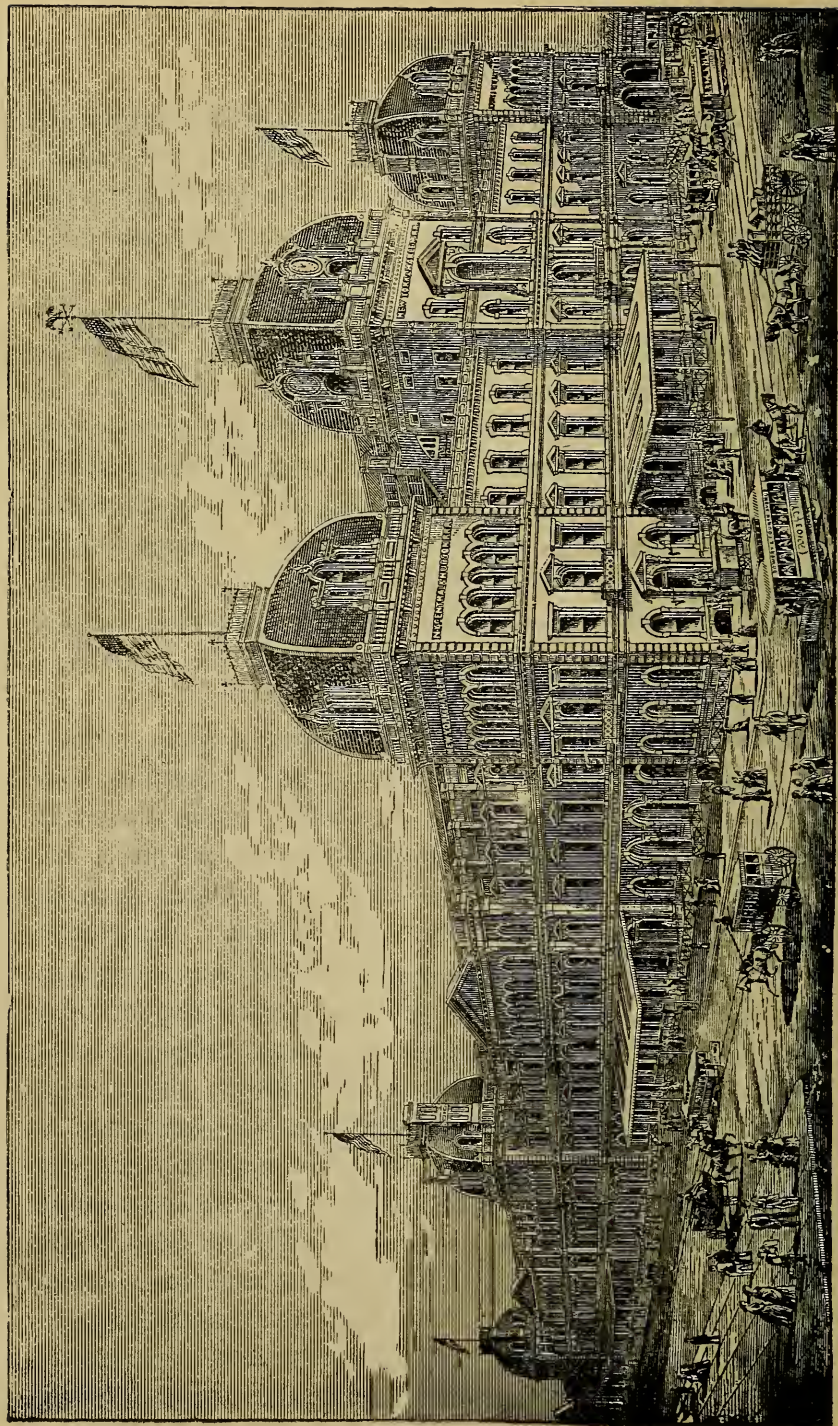
“What! Move out of town?” exclaims the reader, “move out of town to a home in the country? The idea is simply out of the question!”

Yet reader, preposterous as it may seem to you, hundreds of people prominent in the daily business life of the metropolis do live out of town, going and coming every day with all the regularity of clock work, and all the promptitude and speed which a well conducted railroad can give. Strange, too, as it may appear, they find it no more difficult or tiresome than you do in going to and from your house on Sixty-fifth street, while, whereas you are cooped up at home in the narrow limits of a city lot, their homes are amid shade-trees, and flower gardens and grass plots, where beauteous nature, not yet obliterated by brick and freestone, still holds sway. Depend upon it, they would not upon any consideration move back into town, and exchange their pure air, their

fresh rural surroundings, their daily ride of relaxation and novelty, for all your city attractions. They have solved the secret of a *rus in urbe*, thanks to the power of steam, and the solution has made them healthier, happier and wiser men.

Ah, reader, you listen? Perhaps, then, the idea of moving out of town is not so preposterous after all. By and by you may be fully convinced it is not. For the present you are simply beginning to waver in your hitherto positive conviction, that the city limits comprise the only district habitable for New York business men. But are you reasonable—are you open to argument? If so, come with me, and let us together visit this rural paradise, and by a personal inspection acquaint ourselves with its charms. Then we shall know for a certainty how to decide upon this question of moving out of town.

We may take our departure from down town, you know, by either of two routes. The main line of the New York and New Haven Railroad leaves New York from the Grand Central Depot, at the corner of Forty-second street and Fourth avenue, which is reached in 35 minutes from the City Hall by the Fourth Avenue horse-cars. The Harlem River Branch, recently completed and put in operation by the Company, also furnishes another means of egress from the City by means of boats, running from Fulton Market Slip to the terminal point at Harlem River, whence eight trains run daily, connecting again with the main line at New Rochelle. To the latter point, we have therefore two routes from the business center of the City, the one as before stated, *via* the main Line from the Grand Central Depot, the other, *via* the East river boats and the Harlem River Branch. Each route abounds in attractive sites for suburban residences, and each is worthy of a separate description. It will be for the reader to determine on which.



his choice shall rest, remembering, however, that beyond New Rochelle, where these two converge, the line continues on, a double track road, direct to New Haven.

THE ROUTE, VIA GRAND CENTRAL DEPOT.

We enter this mammoth structure from Forty-second street, and view with untiring delight its grand arches, its magnificent scope, and its elaborate yet substantial finish. All that railroad experience and architectural skill could suggest have been here combined to meet the convenience of the traveler, and give to New York City the most complete railway station in America, or, it may be, in the world. The building was first thrown open to travel in 1871, and is 690 feet in length by 240 feet in width. The height of the truss supporting it is 94 feet, the width 200. Here daily, there come and go an average of 116 passenger trains, while the magnitude of the entire business, passenger and freight, transacted by the companies using the Depot may be inferred from the fact that in all they occupy 21 acres of ground in and about it. The waiting rooms and ticket offices of the Company we shall find to be of the most commodious and convenient character. But, there! the bell sounds, and we must be aboard. This is our train, here on the right. Now we are seated, the bell rings again, and off we go!

And now, as we move slowly out from this great Depot, Fourth avenue stretches away in an unbroken line to the Harlem river at 133d street, just eighty-eight blocks distant. And here we first catch a glimpse of the magnificent engineering work, known as the Fourth Avenue Improvement, designed to furnish a system of railway communication between the Grand Central Depot and the Harlem river, entirely distinct from and independent of the city's thoroughfares. This gigantic undertaking, rendered necessary by

the rapid northward growth of the city, and the demands of travel, was begun on the first of July, 1872, has given employment to as many as 2,000 men at one time, and will, it is contemplated, be completed by the first of September in the present year (1875). Projected by the lamented Engineer of the New York and Harlem Railroad Company, Isaac C. Buckhout, the faithful carrying out of the design has by his death devolved upon a competent successor, Mr. F. S. Curtis. The total cost of the improvements will reach about \$6,400,000.

Prior to the completion of this work, trains are temporarily run upon tracks laid as is most convenient. We propose, however, here to give a brief sketch of the roadway along the line of Fourth avenue, as it is to be when completed. From 45th to 56th streets it passes through a cut varying in depth from nothing to 15 feet. At 56th street we enter an iron beam tunnel, extending to 67th street. Above this tunnel, on each block, is a park, enclosed by iron railings, while ventilation is furnished by openings, one on each block, measuring 20 x 150 feet. At 67th street, where we are at a depth of 25 feet below the avenue level, the iron beam tunnel is succeeded by another of brick, with five circular ventilators, 10 feet in diameter, to each block, and extending to 71st street, where we are 28 feet below the avenue grade, and where the iron beam tunnel system begins again, and continues thence to 80th street. Here a depth of but 20 feet below the avenue renders the brick tunnel again necessary as far as 91st street, there being 3 ventilators 20 x 25 feet each to the block. At 91st street, 31 feet below the avenue grade, we come to the old rock tunnel, familiar to travelers by this line. Fifteen feet away on each side of this tunnel, which admits of the passage of a double track, additional single track tunnels have been opened, extending from 91st

to 95th streets, where the three converge into one, forming a tapering arch 28 feet in height and 68 feet in width. The walls continue to converge, however, beyond this point to 96th street, narrowing down the tunnel at its upper or northern end to precisely 50 feet. Emerging here from the great subterranean passageway which we have thus traversed for a distance of forty blocks, we run through an open cut two blocks further to 98th street, and then shoot out suddenly upon the great stone viaduct rendered necessary at this point by a rapid descent in the avenue's grade. This substantial and imposing structure, built of gneiss rock, with arched openings of brown sandstone at the intersection of each cross street, extends from 98th to 116th streets, attaining at 104th street a height of 30 feet above the avenue on either side. At 116th street we enter a cut again, spanned by bridges at every street crossing, and extending thence to the iron bridge over the Harlem river at 133d street.

We have thus cursorily sketched the route by which, when completed, rapid steam transit is to be afforded between the Grand Central Depot, the upper end of the Island and points beyond. In fact it is expected to reduce the running time of express trains between the river and the depot from 15 minutes to about 6, and that of local trains to 11 or 12 minutes, including stops at the depots, which are to be established at 59th, 72d, 86th, 110th, and 125th streets. The outer track on each side is to be used for the passage of local trains. The two center tracks on the other hand will be exclusively used for the running of express trains, under which head are to be included all trains departing for or arriving from points on the New York and New Haven road.

And now crossing the Harlem River, that ancient stream, immortalized by Washington Irving as the watery grave of Anthony Van Corlear, the valorous trumpeter of Knicker-

bocker days, we find ourselves in what was until recently a part of

WESTCHESTER COUNTY,

a brief glance at the earlier history of which may *en passant* prove of interest to the reader.

Of the aboriginal inhabitants of this region, Bolton in his History of the County of Westchester says. "At the period at the Dutch discovery, the Mahicanni resided on the east shore of the Hudson River. The best information (says Mr. Heckewelder) which I could procure of the extent of the country which the Mahicanni inhabited was from an aged and intelligent man of this nation whose grandfather had been a noted chief. His report was as follows, viz. : "When I was a boy my grandfather used to speak much of old times ; how it had been before the white people came to this country and what changes took place since from time to time."

The country between the Connecticut and the Hudson, according to Bancroft, was possessed by independent villages of the Mohegans, kindred with the Mannhattans. The Mohegans were again sub-divided into numerous bands, each known by a distinctive name. Among these, inhabiting the County, may be enumerated the Siwanoy, who occupied the northern shores of the Sound "from Norwalk to 24 miles to the neighborhood of Hell Gate." Like their neighbors the Indians of Westchester were in subjection to the Iroquois, and paid them an annual tribute.

On the first of November, 1683, an act to divide the province of New York and dependencies into Shires and Counties having been read three times before the Colonial Governor and Council, was assented to. In this act it was specified that the County of Westchester is to "conteyne West and East Chester, Bronxland, Fordham, Anne Hook's Neck-Richbells, Miniford's Island, and all the land on the Maine to the Eastward of Manhattan's Island as far as the Government extends, and the Yonkers land, and northward along Hudson River, as far as the Highland"

In 1756, Westchester County is described by William Smith, the historian of New York, thus :

"Westchester County is large, and includes all the land beyond the Island of Manhattan along the sound to the Connecticut line, which is its Eastern boundary. It extends northward to the middle of the

Highlands, and westward to Hudson River. A great part of this county is contained in the manors of Phillipsburgh, Pelham, Fordham and Cortlandt, the last of which has the privilege of sending a representative to the General Assembly. The county is tolerably settled. The lands are in general, rough but fertile, and therefore the farmers run principally on grazing. It has several towns, East Chester, West Chester, New Rochelle, Rye, Bedford, and North Castle. The inhabitants are either English or Dutch Presbyterians, Episcopalians, Quakers, and French Protestants. The former are the most numerous. The two Episcopal Missionaries are settled at Rye and East Chester, and receive each £60 annually, taxed upon the County."

In 1771 the population of the County was 21,745 ; in 1800 27,373, in 1840, 48,686 and in 1870 131,348.

Westchester County "suffered severely during the Revolution." says Mr. Bolton: "The whole southern part was marked by the marches, works of defence, or skirmishes and battles of hostile armies ; and indeed the active operations of the war in 1776 were principally confined to this region, and in the autumn to this county, and the two armies were in full force, constantly on the alert, and under the eyes of their respective Commanders-in-chief. * * The British, with a numerous army and powerful marine, were in possession of New York, while Washington with an inferior and badly supplied army, dispirited by the affair of Long Island, was merely manœuvring to keep them in check." * * "The County of Westchester," says Mr. N. P. Willis, "has been made the scene of perhaps the best historical novel of our country, and more than any other part of the United States suffered from the evils of war. The character and depredations of the "Cow Boys" and "Skinners," whose fields of action were on the skirts of this "Neutral Ground," are familiar to all who have read the Essay of Mr. Cooper."

The list of great men which Westchester County has furnished the State and the Nation at every period of its history, is one to which it may justly point with pride. The Morrisises, Van Cortlandts, Livingstons, De Lanceys, Grahams, Pells, Jays and Wards, all of them, ranking among the country's most honored names, all came from Westchester County; nor should we here forget to mention those three patriot soldiers, Paulding, Williams and Van Wert, all of them Westchester County farmers, to whose sagacity and fidelity were due the capture of Andre and the exposure of the treason of Benedict Arnold.

With such time-honored reminiscences as these, the region through which we are now whizzing waits to greet us. We

are now in the newly annexed district, generally known as North New York. But a square or two below are the wharf and depot which mark the terminus of the Harlem Branch Railroad, connected, as before stated, by boat with Fulton Slip, and forming a junction with our main line at New Rochelle. That route we hope to follow up more closely hereafter. For the present, we hurry on over the main line, through North New York, Melrose and Morrisania successively, each of them laid out in streets already well built up with city stores, dwellings and churches, and promising at no distant day to rival in life and activity the older wards of the metropolis through which we have previously passed. At 170th Street, we reach the northern limit of the system of numbered streets of New York, and crossing the Morrisania line enter the town of West Farms. We pass first Tremont, then Fordham, with St. John's College to the right on the shaded hillside, next Williams Bridge, then skirt the eastern border of Woodlawn Cemetery, the Bronx river on our right, and finally crossing the latter, come to our point of departure from the line of the New York and Harlem Railroad, which up to the present moment we have traversed. For some distance beyond this the two roads run parallel to each other and but a short distance apart. First we pass through Washingtonville, and then making a sudden curve to the eastward, find ourselves at our first stopping place,

MOUNT VERNON.

(13 miles from Grand Central Depot. 23 trains daily. Time, 35 min.)

Twenty-five years ago the land whereon Mount Vernon stands was used for farming purposes ; now it is a thriving village of about 9,500 inhabitants, covering an area of nearly two square miles. It is beautifully located on the ridge which divides the water-shed of the Bronx from that of the Sound, and in many parts of it the views of the Sound are extensive and beautiful. The Harlem Railroad also runs through the village; and one other, the New York and Housatonic Road, which is partially graded, is to traverse it also. The Hutchinson river, an arm of the Sound, is navigable to a point but a mile from the village, and up it nearly all the coal and heavy freight used in Mount Vernon are carried. An appropriation of \$65,000 has been passed by Congress for the improvement of this stream, which will, when the work is done, be navigable to a point very near the village line. Mount Vernon is the point of convergence of numerous thoroughfares, being surrounded by a number of smaller villages for which it is the trade-center. The roads connecting with these are broad, well-graded boulevards, nearly all of which are macadamized, and which are not only advantageous for business purposes, but also for pleasure driving. Woodlawn Cemetery which rivals Greenwood in natural beauty, and is being ornamented with excellent taste, is less than two miles from Mount Vernon ; Pelham Bay and City Island, two of the most delightful places on the Sound, are but four or five miles away ; Jerome Park is about the same distance, while the drive along Central Avenue to the Central Park is not to be equalled for excellence of roads, beauty of scenery and display of splendid horses and elegant equipages, anywhere in the suburbs of New York, if indeed anywhere at all. As the village was laid out before it was built, its streets and avenues are all broad, of very easy grades, and at right angles to each

other. The main streets and avenues are not only macadamized, but curbed and guttered also ; and over twelve miles of flagging have been laid, almost every sidewalk in the village being flagged. Heavy stone crosswalks are laid at the principal crossings, and wooden ones at nearly all the rest ; but the latter are about to be removed and be replaced by stone.

CHESTER HILL, (near Mount Vernon.)

THE CHESTER HILL Property has recently been re-mapped, and several additional streets and avenues laid out. The map will shortly be printed for circulation. The lots will vary in size from three to eight city lots each, and are sold in all cases with restrictions against nuisances. Parties purchasing are required within one year to fence, plant trees and build side-walks ; but are not required to erect dwellings. All dwellings erected must be set back at least thirty feet from the front lines of the lot ; out-houses, seventy-five feet.

Sales will be made on easy terms.

For particulars inquire of Real Estate Agents in Mount Vernon.

The village has three public schools and four private ones. In the former there are twenty-two teachers, and an average attendance of about eight hundred and fifty pupils daily. In the High School there are fourteen teachers, and an average attendance of about six hundred pupils. Many of the teachers are graduates from the New York State Normal School at Albany, or of the New York City Normal College. This school was examined several years ago by one of the superintendents of the New York City Schools ; and was, in his report, pronounced equal to the best of the city schools. Since then it has been much improved, and its course of study considerably extended ; so that to-day it has with many the reputation of being superior to even the New York City schools. Children come from adjoining villages, in some cases several miles, to attend this school, so that the receipts from non-resident pupils amount to several hundred dollars per annum. The private schools are all well managed, and have excellent reputations. The village also has eight churches, the Episcopal, Methodist, Reformed, Baptist, Catholic, Swedenborgian, German Methodist and German

Lutheran, all of which are in a flourishing condition. The preachers are all men of ability, and some, as the Rev. Dr. Hiscox and Oliver Dyer, have national reputations, while others, as the Rev. Messrs. M. H. Hutton and John Dickinson, are no less deserving of them. The village also contains a Free Reading Room, a Musical Conservatory, several musical societies, a Masonic Lodge and Chapter, a Lodge of Odd Fellows, and several temperance organizations, all of which are strong in numbers, and in a thoroughly live condition. The village also has a fire department with two hand engines, a chemical engine, a hook and ladder truck with buckets and extinguishers, and a hose carriage. In October, 1873, a large portion of the business part of the village was destroyed by fire ; but it was immediately rebuilt with brick and stone, and is therefore much improved. Through the main avenue a sewer is built, and in all the streets gas pipes are laid.

The village maintains two weekly newspapers, one of which, the Mount Vernon *Chronicle*, has a wide circulation, and is considered one of the very best country papers printed in the United States. It also has a Savings Bank and a Banking House, which stand very high in the estimation of the people. A Rifle Association has been recently organized in the village, which has already held several public matches, open to all comers. As ground suitable for a good range can be obtained in the immediate neighborhood, it is intended to make a range which will rival Creedmoor. There are five public halls in the village, and several hotels. Prominent among Mount Vernon's industries may be mentioned the extensive Pen Factory of Messrs. Harrison, Bradford & Co, (see advertisement published elsewhere), employing seventy-five hands, and turning out every variety of pen at the rate of 300,000 gross per annum. Their manufactures are in general use and speak, or, at all events, write for themselves.

There are also here a jewelry factory, a glue factory, and a shirt factory, and there is an excellent opening for any industry in which light work, suitable for young women, is required, since there is a considerable supply of such labor in the village, which can be gotten on reasonable terms.

Since the village of Mount Vernon is the growth of the last twenty-five years, it contains no aristocracy of either wealth or tradition. Its population is made up almost entirely of young merchants, mechanics and clerks, with a considerable number of lawyers doing business in the city, artists and literary men. It is one of the most intelligent and order-loving communities in the State, drunkenness being quite rare, and other offenses still more so. Its taxes for all purposes, State, County, Town, School and Village, average from one and a quarter to one and a half per cent. on the actual value of the property. Good Lots, (see advertisement of John C. Rankin, Real Estate Broker, at end of the book), 25 x 100 ft., suitable for dwellings, can be bought for \$200; on the business streets and avenues they are worth from \$1,500 to \$4,000. On the handsome estate known as Chester Hill, very desirable building and villa sites can be obtained on easy terms. (See advertisement on page 14.) Owing to the splendid location of the place, its having two railroads running through it, with the prospect of more, its nearness to tide water, its rapid transit to Forty-Second St. and Fulton Ferry, its many trains, its cheap fares—\$70 per annum for commuters—its excellent passenger cars and complete railroad accommodations, Mount Vernon is destined to enjoy a very rapid growth, and become one of the largest villages or cities in the neighborhood of New York.

The New York, New Haven and Hartford Railroad Company realizing this, have prepared plans for, and intend to build this Spring, at Mount Vernon, a passenger depot, which will be larger and handsomer than that of any place in the

United States having less than 15000 inhabitants. As soon as a rapid transit road below Forty-Second Street will be in operation, lots in Mount Vernon will be worth as much as those from Fiftieth to Eightieth Streets in New York are to-day.

Leaving Mount Vernon we cross Hutchinson River, formerly called by the Indians "Aqueanoucke," having its outlet in Pelham Bay, and next arrive at

PELHAMVILLE.

(15 miles ; 22 trains daily. Time 38 min.)

The country about this station is high and rolling, abounding in delightful villa sites. Just to the north of the railroad is the ancient village from which this station derives its name, while scattered here and there on the adjacent knolls are to be seen the elegant country seats and residences of numerous prominent and wealthy New Yorkers. There are an Episcopal church and a public school in Pelhamville, in addition to which residents find themselves within easy proximity to the religious and educational facilities of Mount Vernon on the one hand, and of New Rochelle on the other. Just to the south of the railroad, and for some distance eastward of the station, contiguous to it is the valuable estate known as Huguenot Heights, extending through to the Boston Boulevard, and which, in conjunction with Pelham Manor,* lying beyond that thoroughfare is the property of an Association, which, under the management of Messrs. Stephens Bros., 187 Broadway, N. Y., has been developed into one of the most attractive pieces of suburban real estate to be found anywhere in the vicinity of New York. Availing themselves of the advantages offered by high ground, a natural drainage, and a magnificent forest growth, the owners of this property have, by a skillful system of engineering, rendered

* See description of Pelham Manor, on Harlem River Branch.

every portion of it accessible by roads and avenues, and thus brought into the market hundreds of building sites which the seeker for a suburban home within easy distance of New York cannot afford to pass by unnoticed.

The region adjacent to Pelhamville station teems with facts of traditionary and historic interest. Most of them, however, are so intimately interwoven with the history of what is known as "Pelham Neck," the adjacent region southward to the shore of the Sound, that it is proposed to defer their narration until the description of the latter, under its appropriate heading of Pelham Manor on the Harlem River Branch.

Beyond Pelhamville station we skirt the borders of Huguenot Heights, on our right, with the magnificent estate of Genl. Lathers on our left, and presently find ourselves at New Rochelle Junction, our connecting point with the Harlem River Branch. Beyond this, in turn, a short ride brings us to the depot at

William LeCount,
Real Estate, Insurance & Collection Agent,
MAIN STREET, NEW ROCHELLE,
136 Pearl Street. N. Y. City.

NEW ROCHELLE.

(16 miles, 42 trains daily. Time 40 min.)

This pretty town has a historic origin, having been settled in 1689 by a company of French Huguenots, who a few years before were among the brave defenders of their native La Rochelle against the terrible persecutions of that period. A picturesque point of land in the upper harbor called

“Bauffet’s Point” is the spot where these refugees first landed. The harbors of New Rochelle—for there are two—are singularly beautiful, and, dotted as they are here and there with islands, bays, and promontories, are indeed a study for the artist. The adjacent land is rolling with a good soil of rather a sandy loam, and under a high state of cultivation. On every hand the sojourner sees evidences of the industry, intelligence and respectability of its brave and heroic founders. New Rochelle has always been, to some extent, a fashionable resort for summer visitors.

Long Island Sound furnishes superior opportunities for fishing, rowing and yachting. Many of the finest yachts on the Sound are owned here; indeed aquatic sports have given the place a particular prominence of late among the towns bordering on the Sound. The pastimes on shore are no less attractive. The groves in summer teem with pic-nic parties, while the roads are alive with family turnouts, and with promenaders; in addition to these the Lyceum, the Musical Union, the annual course of lectures, and entertainments of varied kinds and descriptions serve to while away the leisure hours and make the town, both in summer and winter, a pleasant place to live in.

West Chester Fire Insurance Co.

ORGANIZED 1837.

Cash Assets, - - - - \$800,000.

OFFICES,

Main St., New Rochelle, and 112 & 114 Broadway, N. Y. City.

The people maintain to this late day in a large degree the the sterling characteristics of their ancestors. Industrious, thrifty, hospitable, and of high and honorable character, they are good citizens, good neighbors, and good friends.

The place is not specially noted for business enterprises or industries beyond its local needs, but the 4000 people living here render the wants of the house and field considerable, and in this sphere the artisan and merchant are alive to their needs. The choicest and best which the markets of New York afford are to be found in the markets, shops and stores of New Rochelle. The schools are excellent, the public schools in particular being unsurpassed in the County. New Rochelle has always been noted for its educational advantages, and to this place Hon. John Jay, of Revolutionary fame, Genl. Philip Schuyler, Washington Irving, and others whose names are loved by the American people, were sent to lay the foundations of their intellectual greatnesses.

There are seven Protestant and two Catholic churches, many of the edifices being new and imposing structures. The Episcopal church in particular is a model of church architecture, and has few superiors in the County. The village of New Rochelle extends from the town of Pelham on the south and west, to the town of Mamaroneck on the east, and to the northward about one and a half miles, comprising probably one half of the territorial area of the township. It is, and has been for many years, an incorporated district, and due attention is paid by the authorities to the comforts and requirements of the people by lighting the streets, flagging the side and cross walks, and macadamizing the roads, so that in winter and summer the pedestrian finds all the conveniences in these respects which may be looked for in the city.

RICHARD BURNETT,
PLUMBER, GAS AND STEAM FITTER,
Main St., New Rochelle,
BRANCH, COR. 4th & STEVENS AVE., MOUNT VERNON.

A matter which may at first thought seem of too small importance to be noticed here, but which is nevertheless of great importance to the health of every household, is the excellence of the drinking water. It is the common boast of the householder that he has the best well of water on his place that can be found in New Rochelle.

Many of the residences here are truly palatial. "Nut wood," the property of the Hon. Clarkson N. Potter, and the elegant estates of Adrian Iselin, John Stephenson, Robert R. Morris, and W. W. Evans, reflect not only credit upon their worthy owners, but upon the town itself. "Castle View," owned by the estate of the late Simeon Leland, is one of those sumptuous places which attract the attention of every passer by, while the more modest but attractive homes of Capt. Oliver Cutts, Thaddeus Davids, H. A. Polhemus, Hon. Amos B. Corwine, James W. Todd, Richard Lathers, Eladio Rubera, Maj. W. R. Bergholz, and others, indicate a degree of refinement and culture characteristic of the place.

The railroad facilities, which under the control of the N. Y. N. H. & H. R. R. Co., have always been good, have been materially increased during the past year by the opening of the Harlem River Branch.

GEO. FERGUSON,
GROCCER,
AND DEALER IN
Hardware, Flour, Feed, Hay, Straw and General Merchandise,
NEW ROCHELLE.

The railroad company has also made an important purchase of land contiguous to the present depot site, and "Madame Rumor" says, on very good authority, that New

Rochelle will speedily have one of the finest passenger depots on the line of the road. The extensive engine and freight houses recently erected are an earnest of what may be expected for this place from a railroad stand point. In view of the Branch Road forming its junction here with the main line, it takes no very wise head to see that the town is destined to become an important one—and that very speedily; already, even in the face of hard times, inquiry for New Rochelle real estate is on the increase—improvements are being made in all directions, and those who invest their money in property here, will find that in the next ten years the population of the place will have doubled, and a handsome profit will repay their venture.

New Rochelle property, while it has never advanced with the rapid strides which have marked some other New York suburbs, has never on the other hand had any retardments, and has steadily appreciated in value, every year showing a marked advancement. The Harlem River Branch road has practically established quick transit between the lower part of New York City and this section. And it is now reasonable to expect that New Rochelle will take its stand side by side with the attractive places in New Jersey and on the North River, and command an equal price with them.

S. C. WELLING,
Druggist & Apothecary,

COR. MAIN STREET & CENTRE AVENUE,

NEW ROCHELLE.

ESTABLISHED 1847.

We select a few of the finer sections of the town, and give the prices at which land is held: On "Davenport's Neck," which is a fine deep water front, \$2,000 per acre is

asked, and obtained for building sites; such a choice line of building lots as are to be found in this section would in New Jersey or on the North River command double this figure. Northward among the farm-houses—no longer the farm-houses of the olden time, for the farmers here live in modern houses—you can purchase fine land from \$300 to \$700 per acre, with good frontages on well traveled thoroughfares. In the village proper, within from five to ten minutes of the depot, city lots (25x100) run from \$200 to \$500 each, according to locality. Rentals are moderate. (For further information in regard to real estate, we refer the reader to Mr. Wm. LeCount, whose card appears on page 19.)

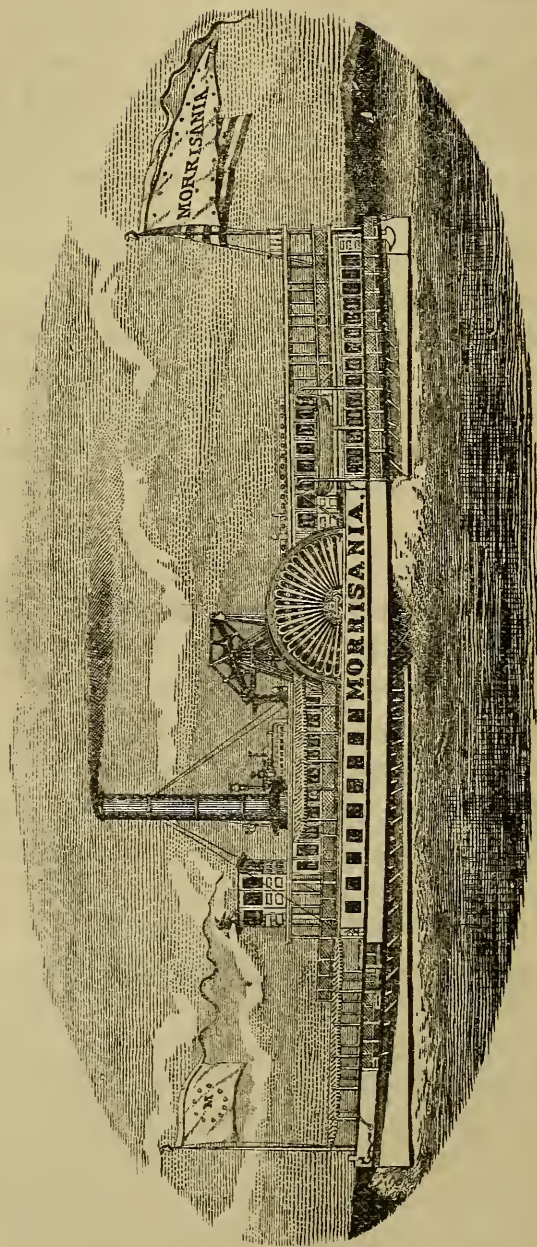
In short, it may be said for New Rochelle that its salubrious climate, its convenience to New York, its sterling people, its pleasant homes, its beautiful drives, its streams and glens, its schools and churches, its shores, bays and islands, and its remarkable natural beauty in every respect combine to attract people to it, as possessing many advantages for those seeking “Homes on the Sound.”

THE ROUTE VIA EAST RIVER AND THE HARLEM RIVER BRANCH.

As has been previously stated (see page 5), two routes connect the business portion of New York with New Rochelle. The first, via the Grand Central Depot, and the main line of the railroad, we have already traversed. Let us now retrace our steps, and once more find our way to New Rochelle but by the other route.

Our starting point is Fulton Market Slip, where at frequent intervals during the day the fast boats of the Morrisania Steamboat Company connect with the depot at Harlem river. We have just time to catch the 8.15 boat, which runs through without stops. It will be a splendid sail, too, for the morning is clear and bright, and the air bracing. Prompt to the minute the whistle blows, the bell rings, and

MORRISANIA STEAMBOAT CO.



Branch Office, Morrisania.

(SEE TIME-TABLE ON NEXT PAGE.)

Office, 154 South St., N. Y.

MORRISANIA

STEAMBOAT COMP'Y,

SPRING ARRANGEMENT,

COMMENCING MARCH 15, 1875.

Steamers HARLEM, MORRISANIA & SHADY SIDE

LEAVE FULTON MARKET SLIP,

Landing at Astoria, Harlem and Morrisania, connecting with New Haven Branch Railroad, for Hunt's Point, West Farms, Westchester, Pelham Manor, New Rochelle, Port Chester, Greenwich, Stamford, Norwalk, Bridgeport, New Haven and all points East and North.

Boats of this line land at Grand Street, Ninth Street and Twenty-third Street.

TIME TABLE.

From FULTON SLIP.

From MORRISANIA.

Leaving time.	Landing at					Leaving time.	Landing at				
	Grand St.	9th St.	23d St.	Astoria.	119th St.		119th St.	Astoria.	23d St.	9th St.	Grand St.
6.50 a. m. *	—	L	—	L	L	6.00 a. m.	L	L	—	L	—
7.45 “	—	—	—	—	L	6.55 “	L	L	—	L	—
8.15 “ *	—	—	—	—	L	7.20 “	L	—	L	L	—
8.45 “	L	L	—	L	L	7.45 “ *	L	L	—	—	L
9.45 “	L	L	—	L	L	8.25 “ *	L	L	—	—	—
10.30 “	L	L	—	L	L	9.05 “ *	L	L	L	—	—
12.00 m. *	L	L	—	L	L	9.45 “	L	L	—	—	L
						11.15 “ *	L	L	L	—	—
1.15 p. m.	L	L	—	L	L						
3.15 “ *	—	—	—	L	L	1.15 p. m.	L	L	L	—	L
4.00 “ *	—	—	—	L	L	2.45 “	L	L	—	L	L
4.25 “ *	—	—	L	L	L	3.15 “ *	L	L	—	L	—
5.15 “	—	L	—	L	L	4.15 “	L	L	—	—	L
6.00 “ *	—	L	L	—	L	4.50 “	L	L	—	—	L
6.10 “	L	L	—	L	L	5.15 “ *	L	—	—	L	—

* connects with Railroad. L denotes boats land. — do not land.

FREIGHT RECEIVED FROM 7 A. M. TILL 7 P. M.

C. H. LONGSTREET, Sup't.

we are off. Now we pass the towering piers of the East River Bridge, twin sentries guarding the passage of the angry current between. How full the river is of sailing vessels, and tow boats, and ferry boats crowded with people. They all live out of town. Yonder on the right is the Brooklyn Navy Yard. Ahead in the distance loom up the great stone buildings on Blackwell's Island, and to the right of them are the villa-lined shores of Ravenswood. Still on our left the great city of Gotham presents its monotonous array of brick and stone, of steeples and chimneys, and of streets stretching back from the water, at regular intervals, as far as the eye can follow them into the distance. Now we have passed Blackwell's Island, and near Hell Gate. On our right is Astoria, ahead are Ward and Randall's Islands, with their magnificent public buildings, while off to the left opens away, in a quiet nook, the narrower current of the Harlem. Yonder, too, on Hallett's Point, is the scene of the great excavation where, ere many months, giant powder and nitro-glycerine are to do their deadly work with the troublesome reefs so long an obstacle to navigation. Now we round suddenly to the westward, are through Hell Gate, enter the Harlem, and in a few moments more are at the Morrisania Dock.

"The Harlem river (Muscoota)," says Bolton, "is one of the sweetest streams that ever gave a charm to landscape. On the Westchester shore high woods cover the sides of undulating hills, while here and there rich meadows form a gradual and beautiful descent to the water's edge. The opposite banks are abruptly terminated with rocky declivities, and present by their greater boldness a fine contrast." Men and customs change, but nature and her beauties never; and although the city's growth to the northward has to some extent invaded these beauteous haunts with the rude hand of advancing civilization, yet the Harlem river

remains to-day, and always must remain, the same romantic river upon which thirty years ago the historian, or at a still remoter period, the dusky savage looked with involuntary delight and admiration.

But a few hundred feet above our landing place is the passenger bridge over which Third avenue passes from the Manhattan to the Westchester shore. Prior to the erection of a bridge at that point, there appears, says Bolton, to have been a fording place between the two shores, for upon the 11th of October, 1666, Governor Nicolls granted "certain saw mills to Thomas Delaval, John Verdelen and Daniel Turner, etc., lying over against Vercher's or Hogg Island in the Sound, where *a passage hath been made to ford over from this island to the maine.*"

Musing upon these quaint antiquities, we step ashore and take our seats in the train which is waiting to carry us over the Branch.

The first object of interest which we pass after leaving the depot, with the cool, fresh breezes blowing in upon us from the East river on our right, is the old Gouverneur Morris mansion, standing on the summit of a knoll on the left or north side of the track, and around which our roadway, following the line of the shore, winds its way. Of this time honored dwelling, Mr. Bolton wrote so long ago as 1848, as follows: "In the vicinity of Harlem bridge is situated the well known country residence of the late Hon. Gouverneur Morris, which is highly spoken of by travelers and other persons of taste. Its location is very fine, just on the southwest angle of the township of West Farms, nearly opposite to the beautiful scenery of Hell Gate, and eight miles from New York. It commands extensive views of the surrounding country and the adjacent waters." Here, says Barbour, he passed the latter years of his life exercising an elegant and munificent hospitality, reviewing the studies of his early

days, and carrying on a very interesting correspondence with statesmen and *literati* in Europe and America. Among his principal guests were Louis Philippe, Le Duc d'Orleans (the present king of the French), and John Victor Moreau, one of the most celebrated of modern French generals. Of the old mansion, which was constructed in the French chateau style, nothing remains but the central portion, and this has been greatly modernized by the present proprietor."

Early in the Revolution General Heath's division of the American army was stationed hereabouts, his sentinels being within gunshot of the British pickets, and only separated from them by the narrow water passage between Morrisania and Montresor's Island. Firing was occasionally indulged in, notwithstanding each side was prohibited from doing so, unless the other began it. One day a British officer was wounded in this way, and the result was a threat to cannonade Col. Morris's house in case such acts were repeated. Fortunately there was no occasion given to carry out this menace, and the opposing sentries at times became so friendly that one day when a British sentinel asked the American opposite to him for a chew of tobacco, the latter took from his pocket a piece of thick twisted roll, and sent it across the creek to the British sentinel, who, after taking off his bite, sent the remainder back again.

So much for the interesting historical reminiscences of this particular locality, now invaded and overgrown right and left by the evidences of modern metropolitan life. But the natural beauties of river and landscape still are here, and we shall enjoy them constantly as we pass along on our journey. Now the whistle blows, and we are at

PORT MORRIS,

(1 mile;* 13 trains daily. Time, 3 min.)

named, of course, from the original owners of the land hereabout, but now rapidly becoming a shipping depot of more than ordinary importance. Vessels at this point find thirty feet of water, and it was here that the Great Eastern once found an anchorage. A spur of the Harlem Railroad connects the extensive wharves which have been erected at this point with the system of railroads inland. A proposed line of horse cars also will connect with the Harlem bridge, on the one hand, and the ferry which runs from this point to Riker's Island on the other.

Beyond this point we cross Bungay's creek, and enter West Farms Township. This region was formerly known as the Great Planting Neck, or, in the Indian dialect, "Quinnahung." The territory immediately on our right, extending to the shore of the East river, was originally the Leggett estate, and in the Graham mansion, which formerly stood on the sight of Mr. Leggett's farm house, Major Bearmore, a British officer was captured by Col. Armand, of the French cavalry, Nov. 7th, 1779. Upon Barretto's Point, to the eastward of Leggett's Point, stands a handsome edifice of stone, known as Blythe Place, the former estate of Francis Barretto, Esq., who for many years represented this county in the assembly. The south-east extremity of the Great Planting Neck has long been known by the name which our next stopping place derives from it.

HUNT'S POINT.

(2½ miles; 14 trains daily. Time, 6 min.)

This property was occupied by the Hunt family for over one hundred and eighty years, having passed into their

* Time and distance on the Branch Stations are estimated from Morrisania Steamboat Landing.

hands by marriage. The old Grange, says Bolton, erected in 1688, occupies a beautiful situation near the termination of the point overlooking the East River and Flushing Bay. This place was for many years the residence of the poet, Rodman Drake, and it was here he wrote his well-known lines on the Bronx, beginning :

“ I sat me down upon a green bank side,
Skirting the smooth edge of a gentle river.”

In this vicinity, as may be imagined, may be found numerous charming villa sites, amid a healthful atmosphere, and commanding a glorious water view. The drives too are varied and attractive (the Southern Boulevard, 100 feet wide, from Jerome Park to Harlem Bridge, passing within easy distance of the depot), and the boating, bathing and fishing facilities are excellent.

Beyond Hunt's Point depot, we skirt the Bronx meadows on our right, with a charming succession of villa-crowned knolls on the left ; cross first the Westchester turnpike, and then by a draw-bridge, the Bronx itself, and arrive at

WEST FARMS,

(4 miles ; 13 trains daily. Time, 8 min.)

Here we are in the very centre of a vicinity abounding in historic interest ; but more still in a modern life of progress, growth and industry. Between us and the village of West Farms, rolls the placid Bronx, fringed with overhanging foliage, and beyond it loom up the church spires, chimneys and roofs of a busy active community of 4,000 people. Here are to be found good schools, Episcopal, Presbyterian, Reformed Dutch, Methodist and Baptist Churches, a large Public Hall, the best of stores and marketing facilities, and various industries which give the village an air of active business life. For be it remembered that West Farms is

within the recently annexed section of the metropolis, and enjoys in common with you of Fifth and Madison Avenues, the blessings of gas, water, policemen, and all the other various privileges of city people. Here the fresh water of the Bronx unites with the tide water of the Sound, furnishing water-power for numerous factories, including the flour mill, known in Revolutionary times as Delanceys Mills, now owned by the estate of the late Philip Lydig. Being also at the head of navigation, and accessible by vessels of 200 tons, West Farms possesses excellent facilities for the various coal and lumberyards necessary to supply the large neighboring population. Convenient dwellings may be rented here at prices varying from \$400 to \$800 per annum, while two city lots with a dwelling on them can be had at from \$3,500 to \$7,000. A line of horse-cars runs from the village to Harlem Bridge every 20 minutes. Just to the northward of West Farms, it should be mentioned too, is the important village of Bronxdale with 1,000 inhabitants.

During the revolutionary war, West Farms was constantly exposed to the forays of both armies as they alternately held possession of the adjoining region. The inhabitants, nevertheless, to their honor be it said, though they suffered much, generally were firmly attached to the interests of their country.

The first prominent object attracting our notice after leaving West Farms depot is the Roman Catholic Protectory, occupying a commanding eminence on the right. Beyond, or south of it, is the village of Unionport fronting upon Westchester Creek, and intersected by the Eastern Boulevard, extending from the Westchester turnpike to Pelham Bay. From this point, a ferry connects with College Point on the opposite Long Island shore. The station to which all this region is tributary, is known as

WEST CHESTER,

(5 miles ; 16 trains daily. Time, 11 min.)

deriving its name from the ancient village hard by, about a quarter of a mile to the south-east. This turnpike road here intersecting the railroad, runs direct from Williams Bridge on the north to Throgg's Neck on the south, passing directly through the villages of West Chester and Schuylerville, and lined toward its lower end with a succession of charming villas and summer residences, owned by prominent citizens of New York. At one extremity of Throgg's Neck, it will be remembered, is Fort Schuyler, from the grim casements of which iron muzzles of columbiads frown defiance upon the passing traveler by the Sound route. This name Throggs is an abbreviation of the word Throckmorton or Throgmorton, the name of the original owner of the property.

"West Chester," says Bolton, "is by several years the oldest village in the country, its first settlement (by the Puritans), being co-eval with Throckmorton's purchase in 1642. By the Dutch it was named Oost-dorp (East Town), from its situation east of the Mannhattans."

But it is with the Westchester of the present day that our inquiries are principally concerned, and we shall find on alighting evidences on every hand that modern growth and improvement have in a measure driven out the antiquities of the place. On every side are to be seen the palatial residences of wealthy New Yorkers, who find here at the close of their daily labor, that healthful and luxurious retirement which city life cannot offer. There are, too, in or about the village, Episcopal, Roman Catholic and Presbyterian Churches, good schools, public and private, and numerous stores and markets where the daily necessities of life can be obtained at about city prices.

TIMPSONS.

(6 miles; 14 trains daily. Time, 13 min.)

This station, deriving its name from the owner of a large estate adjacent to the road, is the outlet for a well-settled region lying along the upper waters of Westchester Creek. From this point we cross the swale or meadow through which flows Stony Brook, one of its tributaries, and stop next at

BAY CHESTER,

(7 miles; 14 trains daily. Time, 15 min.)

Here our road is intersected by the great new thoroughfare known as Fordham and Pelham Avenue, connecting the two points which give it its name. Just south of the track too is the little village of Stinard Town, and beyond on the right upon the shores of Pelham Bay, which we are now approaching, are the elegant estates of Messrs. L. Waterbury, J. M. Furman, and "Anneswood," the property of John Hunter, Esq.

And now we cross the upper arm of Pelham Bay, the great inlet formed by Pelham and Throgg's Necks, and are treated to one of the most inspiring and beautiful bits of scenery which has yet greeted us on our journey. Looking up the bay on our left we see a long stretch of meadow losing itself beyond in a maze of cultivated landscape, interspersed here and there with villas and groves and church spires. To the right a magnificent water view stretches away to the Sound, and nearer at hand the turnpike drawbridge spans the Bay, giving a picturesque variety to the scene. As a resort for anglers this spot is unsurpassed, bass, some of them weighing 64 pounds, having been captured in the adjacent waters. The neighboring meadows and woods also abound plentifully in game in the proper season. From this point, since the Branch railroad was opened, there is an immense travel of

pleasure excursionists to City Island during the summer season.

The first station at which we stop on reaching Pelham Neck is

BARTOW,

(9 miles ; 15 trains daily. Time 18 min.)

named in honor of one of the oldest families hereabout, some members of which still reside upon the property lying between the railroad and the shore of the Sound. From this point a road leads directly to the extremity of the Neck, past "Hawkwood," the handsome estate of L. R. Marshall, Esq., and connects beyond by a bridge with City Island.

Beyond Bartow, by an easy up grade, a short ride in a few moments brings us to the depot at

PELHAM MANOR.*

(10 miles ; 14 trains daily. Time, 21 min.)

Here, we find ourselves in the centre of the most romantic and historic scenes which the entire County of Westchester affords. Upon alighting, we are at first struck with the size, finish and completeness of the depot erected at this point, in anticipation of the growth which is destined at no distant day to make the surrounding property one of the most thickly settled suburban regions of New York. This avenue which here intersects the railroad is Pelhamdale Avenue, leading on the one hand to Pelhamville Depot on the main line, about one mile distant (see page 17), and, on the other, past the historic Pelham church and Priory to the picturesque, villa-lined shore of the Sound, beyond. The drive in either direction is replete with beauty and interest. First let us take a view of the latter. Our way lies through a leafy avenue, resonant with the warbling of birds, and fresh, cool,

* See description of Pelhamville, on page 17.

and shaded even in the warmest of summer days. On our left is a gently rising ground terminating in an elevation known as Mount Tom, and which gives its name to this section, of which it is a part, owned by the Pelham Manor and Huguenot Heights Association. On our right for a distance of 1000 feet from the railroad, lies a portion of the Sound View Division of the same property, and beyond that, on the same side, we come to the Priory grounds.



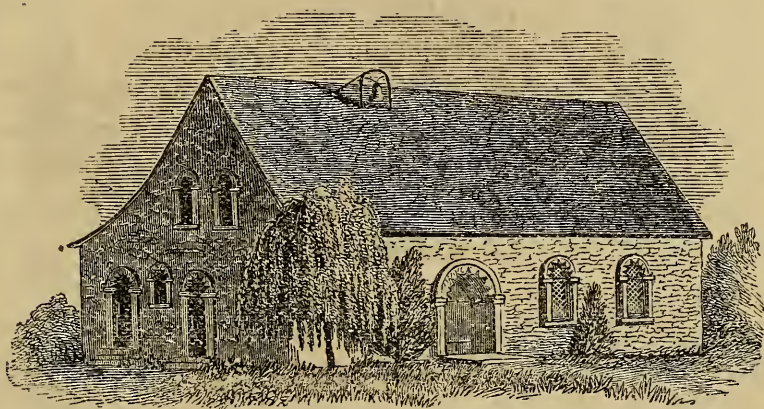
“THE PRIORY,” PELHAM MANOR.



CHRIST CHURCH, PELHAM MANOR.

Pelham Priory, formerly the residence of the Rev. Rob't Bolton, and for many years past famous throughout the land as an institution of learning for young ladies, under the management of the Misses Bolton, his sisters, is a spot which for picturesque loveliness appeals to every admirer of the beautiful in landscape scenery. "The house," truly says the historian, "which is of stone, affords a good specimen of the old English style, and accords well with its romantic situation. The building has two towers, affording splendid water views in which wood and water are beautifully blended. The interior arrangements correspond with the style of the house, and carry the mind back to days of old," while the surrounding groves, lawns and meadowlands make up a charming piece of landscape, reminding one of the ancestral parks of England. The Priory grounds extend on the east to the Sea-Side Boulevard, skirting the shore of the Sound, and in the angle formed by the intersection of Pelhamdale Avenue with that thoroughfare, stands the quaint little Pelham (Prot. Episcopal) church, a neat Gothic edifice of stone, erected in 1843, and consecrated in October of that

year by the name of Christ Church, Pelham. The bell, of Spanish manufacture, was presented to the church by Lydig Suydam, Esq., and the chancel window is a beautiful specimen of stained glass, designed by a member of the Bolton family, and representing the adoration of the Magi.



CHRIST CHURCH RECTORY, PELHAM MANOR.

And now, arrived at the Sea-Side Boulevard we may follow it either to the right or the left, as inclination prompts. To the right, it leads us along the Sound to Pelham Bay and the bridge and favorite fishing grounds which we saw at Bay Chester, affording at every point a magnificent view of the water and the Long Island shore beyond. Here we cross the easterly limit of the Sound View Division of the Pelham Manor Association's property, extending down to the water's edge ; and just beyond we pass the mammoth stone pillars marking the entrance to Hunters Island, the princely estate of Mr. Alvin Higgins. Retracing our steps and following the Boulevard once more to the northward, we pass on the one side a succession of pleasant residences, and on the left a charming series of water views, including Sheffield and Locust Islands, the Neptune House and Davenport's Neck beyond. Here, on any fine summer afternoon, one finds a throng of fashionable equipages, and recognizes among their

occupants many of New York's wealthiest and most prominent citizens, summer residents of Pelham Manor or the neighboring town of New Rochelle, who find here, amid an healthful atmosphere and superb scenery, all the requisites for a delightful Home on the Sound.

Nor is the locality devoid of revolutionary interest. "The British grenadiers and light infantry," says Stedman, "landed October 18th, 1776, on Pells Point, ten days before the battle of White Plains. The Hessians under Knyphausen landed on Davenport's Neck." Three or four American regiments advanced and attacked the former party from behind a stone fence, and a sharp action ensued, resulting in the retirement of the Americans with thirty or forty killed or wounded. The British, whose loss was not known, then advanced almost to New Rochelle, where they halted. Mementos of this engagement, such as balls and brass ornaments, are frequently found on the heights of Pelham. "Near the residence of James Hay, Esq.," says Bolton, "part of a soldier's belt was discovered marked '16th Regiment.'"

But we have yet much to see at Pelham Manor; so, retracing our way through Pelhamdale Avenue, past the Priory grounds, and "Allwood," the handsome estate of Mr. C. J. Stephens, located directly opposite, we find ourselves once more at the depot, and still further on reach the Boston Boulevard, the direct line of turnpike road and formerly the mail route between Gotham and the Hub. Here we are, in the very centre of the Pelham Manor and Huguenot Heights Association's choicest property.

Upon this first corner to our left is to stand the new Huguenot Forest Church, a handsome architectural structure to be erected this season as a memorial to the tried and true French Protestants who by hundreds originally settled in this and the adjacent region. This edifice will be under the pastoral charge of the Rev'd C. E. Lord, D. D., late of the

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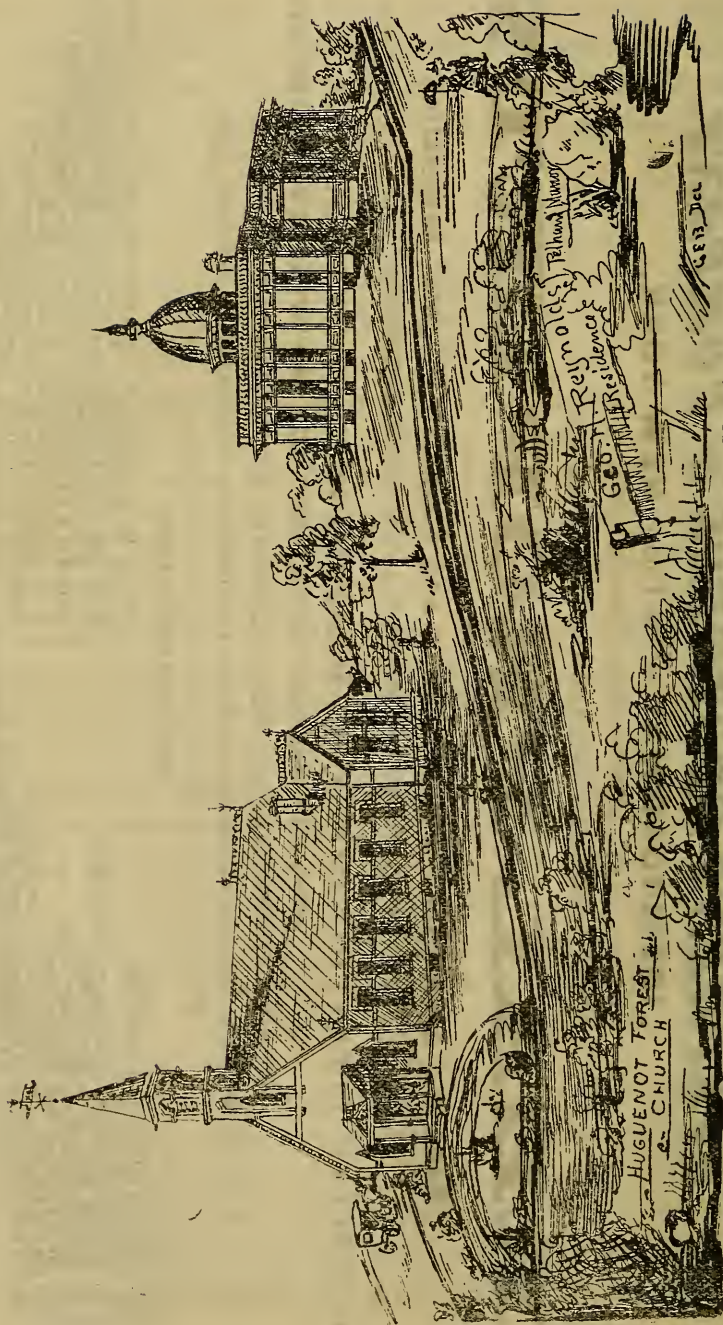
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D. A. HEALD, Vice-Pres't Home Insurance Co. " "

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HOMES ON THE SOUND.

(PEN AND INK SKETCH.)



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HOMES ON THE SOUND.

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HOMES ON THE SOUND.



(Pen and Ink Sketch.) FRENCH VILLA, (now building) at Elham Manor.

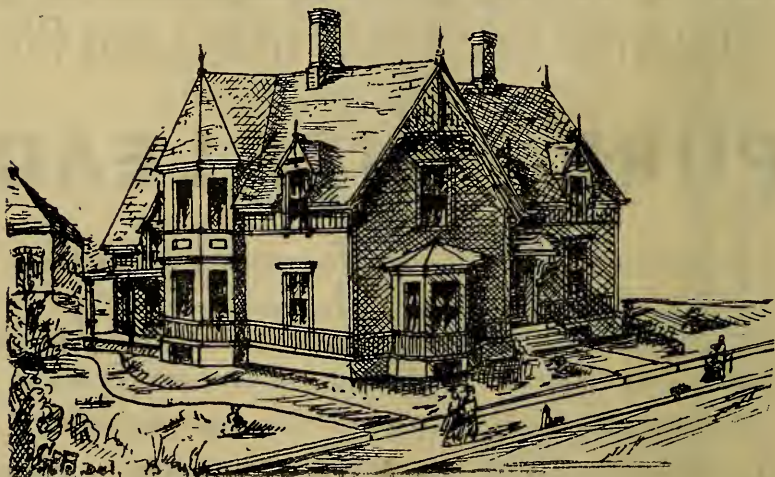
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(Pen and Ink Sketch.)

DESIGN for moderate cost COUNTRY HOUSE.

Boston Presbytery, and beside being in itself an interesting memento of the historic associations of the spot, cannot but prove a great convenience, as well, to neighboring residents. About it stands a noble grove of ancestral chestnuts, giving to this division of the estate its name of the Chestnut Grove Division. And here it is that the owners have projected some of their most extensive improvements, by opening an Avenue or Esplanade on each side, and in the center of which rows of trees are left standing with such care as to give it the appearance of one of the drives in the famous Bois de Boulogne. By this means some of the choicest building sites offered anywhere about New York are put in the market, and, appreciating this, the owners are erecting thereon a number of beautifully modeled, substantial dwellings, views of one or two of which will be found presented in these pages.

Diagonally opposite the site of the Huguenot Forest Church, the proposed New York, Westchester and Boston Railroad intersects the Boulevard and Avenue above mentioned, thus promising at some future day increased railway facilities. Following Pelhamdale Avenue, and crossing in turn the old Boston Post Road, which also intersects the property, we traverse another of its grand divisions, known as Glen Mitchell, a splendid rolling tract, abounding in elevated villa sites, fine scenery, and some of the finest springs of clear water to be found anywhere. To the northward of this division, again in turn is the Pleasant Ridge or Huguenot Heights Division, upon which we have previously looked out from the cars on the main line at Pelhamville (see page 17). And, lo, sure enough, here we are again at Pelhamville Depot. The drive across from Pelham Manor on the Harlem River Branch to Pelhamville on the main line, is one of but a few moments, and in the triangle formed by the lines as they converge (as will be more distinctly seen from

the map of the locality, herewith inserted by Messrs. Stephens Bros.), lies a great portion of the attractive property, which we have taken pleasure in minutely describing.

In short, to those seeking *Homes on the Sound*, we would say, in all sincerity, do not choose until you have given Pelham Manor a careful inspection. Its healthful soil and pure water, its scenery of landscape, woodland and waterfront, its drives and rambles, its quaint historic scenes, and its refined surroundings, demand for it the attention of every intending purchaser.

Beyond Pelham Manor, it is a ride of but a few moments to New Rochelle, where the Harlem River Branch connects with the main line, running thence straight to New Haven and points beyond.

(End of Harlem River Branch. For description of New Rochelle, see page 18.)

MAIN LINE (CONTINUED.)

And now, before us, as we leave the depot at New Rochelle the double track of the railway stretches away and follows the shores of the Sound direct to the City of New Haven. Directly we pass on our left the little hamlet of Petersville, and crossing the township line are presently at

LARCHMONT,

(19 miles; 22 trains daily. Time, 43 min.)

formerly known as Chatsworth, a town of that name having been laid out just to the westward of the road. From this point, also, a horse railroad, put down by private enterprise, connects with the waterfront, which is here indented with many beautiful coves and inlets, one of which, Horse Shoe Harbor, is especially picturesque and attractive.

OFFERS of CHOICE LANDS (with fee s

Also,—of the "IMPROVEMENT"
(nearly 500 Acres,—or
FO

Pelham Manor & Hu

TO HOME SEEKERS, BUILDERS and INVESTORS.

FIRST.—**Choice Building Sites**,—varying fr
EASY, with Special Discount to those contrac

SECOND.—**Villa Plots**,—ranging from two to
immediately and handsomely improved.

THIRD.—**To Co-operative Home or Bu**
ter.)—Eligible Land in large or small parcels, a

FOURTH.—**To Six, Ten or more Purch**
year—but each only for himself, on his own separa
FAVORABLE PRICES. With this conditio

immediately placed with such responsible Trustee
Trustee shall pay and divide the same to and among
have so built. Thereby SELECT and FRATERNA
money premiums guaranteed,) are secured to all the
Bonus in common, and every obligation concluded in

FIFTH.—**Building Plots sold on Credit**
desired.—During term, interest on principal requi

AN INVESTMENT SAFER, and VASTLY MC
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would otherwise have wasted.

YOUNG MEN especially are INVITED to EX
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SIXTH.—**To Builders or Money Invest**
cumbered Building Sites,—a guarantee of speed

and also of large profits. [Please apply at Office,
both employment and investment, in these times

Also,—**Contracts** to a limited extent, may be
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upon the Association's Lands, IN EXCHANG
particularly described in the next proposal.

SEVENTH.—**Treasury Stock of this Lan**
for sale in amounts, from Five Shares upwards

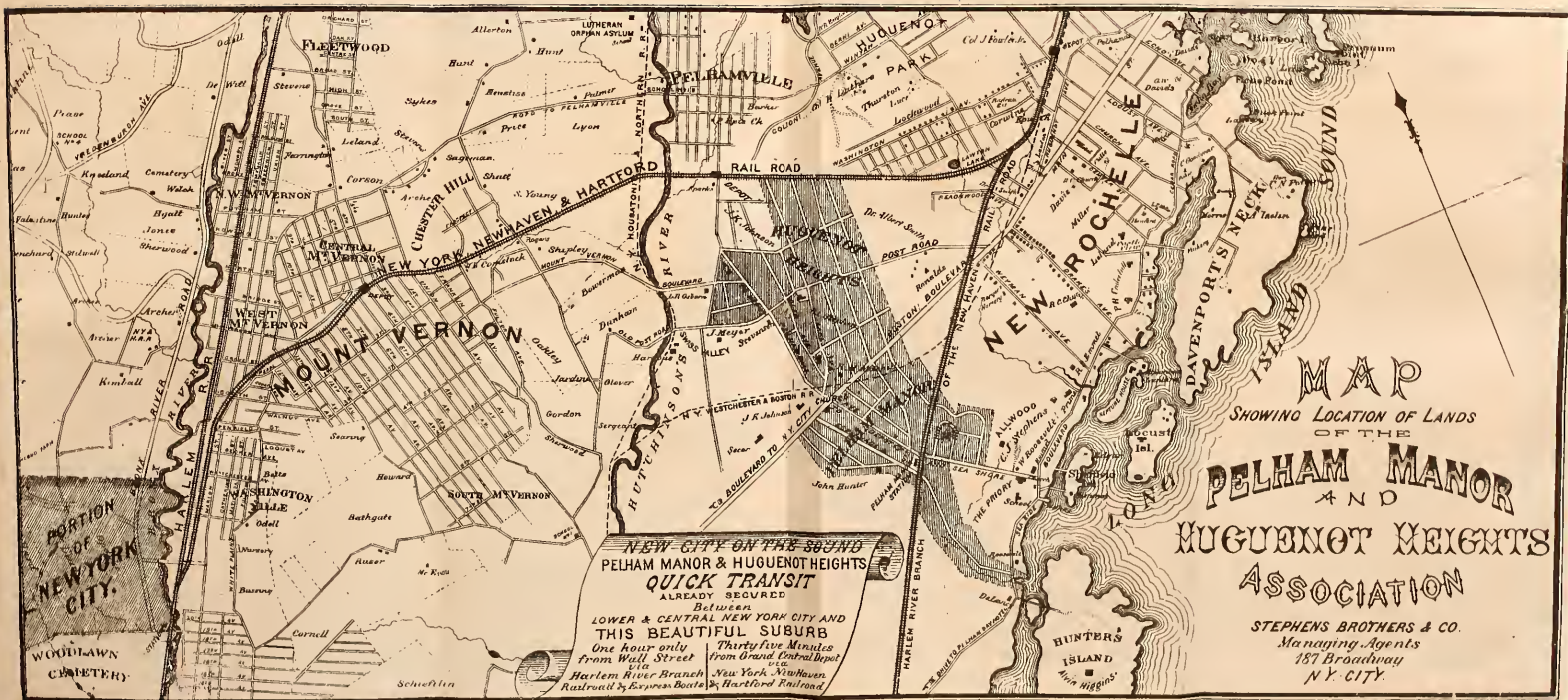
all remaining, or not less than 250 Shares, pay
every dollar of the proceeds from the sale of
upon the Lands of the Association;—and Investors of
to the development and benefit of that which they pur
much to the Corporation assets, and in the ratio of

EIGHTH.—**Houses** after NEW ENGLAND and O
Buyers, if applied for soon,) for sale favorably

N. B.—This ASSOCIATION will, if desired, cont
MUCH in money, time and care. Plans of E

Parties interested by any of the foregoing pro
(with STEPHENS BROTHERS & Co., No. 187 Broadwa
Lands in Pelham,)—where all further explanations a

April, 1875.



MAP
SHOWING LOCATION OF LANDS
OF THE
PELHAM MANOR
AND
HUGUENOT HEIGHTS
ASSOCIATION

STEPHENS BROTHERS & CO.
Managing Agents
187 Broadway
N.Y. CITY.

NEW CITY ON THE SOUND
PELHAM MANOR & HUGUENOT HEIGHTS
QUICK TRANSIT
ALREADY SECURED
Between
LOWER & CENTRAL NEW YORK CITY AND
THIS BEAUTIFUL SUBURB
One hour only from Wall Street
Thirty five Minutes from Grand Central Depot
via
Harlem River Branch Railroad & Express Boats
& Hartford Railroad

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Beyond Larchmont Station, we cross Weaver Street, an important thoroughfare connecting a short distance to the eastward with the old Boston turnpike, and presently find ourselves at the depot at

MAMARONECK,

(20 miles ; 22 trains daily. Time, 46 min.)

"The etymology of the name of this place," says Bolton, " (at different times spelt Mammarinikes, Marnoronack, Mamarinck, Merinak and Mormoronack), doubtless refers to some object peculiar to its geographical locality. By some the word is supposed to indicate '*the place of rolling stones*' (boulders), which abound in the romantic environs of Mamaroneck."

The site of an ancient Indian village is still pointed out upon the adjacent shore, while the hills further back disclose evidence of use as Indian burial grounds, or sites for mounds and rude fortifications. The lands here about were originally purchased of the aborigines by the Dutch West India Company in 1640. Twenty years later, the village of Mamaroneck was laid out. Passing on to revolutionary days, we find many stirring events of interest recorded as having occurred here. Among them was the massacre of thirty stragglers from the Continental Army on its retreat from Morrisania, who were overtaken, and killed on the ice by Lieut. Hickford's Refugee Corps.

As a site for a village, that of Mamaroneck is admirably chosen. To the east it fronts upon a secure, picturesque, landlocked harbor, opening upon the Sound, while directly through it flow the Sheldrake and Mamaroneck Rivers, affording excellent water power. The population of Mamaroneck proper, including that of the adjacent village of Washingtonville, numbers about 1,000, while the beautiful tract eastward to the Sound, known as Delancey's Neck, or

OFFERS of CHOICE LANDS (with fee simple title) in NEW YORK SUBURB on the SOUND;

Also,—of the "IMPROVEMENT" STOCK based on the Corporate Lands (nearly 500 Acres,—or 1500 Building Plots,) comprised therein,
FOR SALE BY THE

Pelham Manor & Huguenot Heights Association.

FIRST.—Choice Building Sites,—varying from three to twenty City Lots each. PRICES LOW and TERMS EASY, with Special Discount to those contracting to build within a year.

SECOND.—Villa Plots,—ranging from two to five acres each; with extra inducements in case the same is to be immediately and handsomely improved.

THIRD.—To Co-operative Home or Building Associations; or to Institutions;—(if of right character.)—Eligible Land in large or small parcels, as desired.

FOURTH.—To six, Ten or more Purchasers, (who may voluntarily associate and agree to build within a year—but each only for himself, on his own separate plot,) the CHOICE of ALL THE BUILDING PLOTS at VERY FAVORABLE PRICES. With this condition, that ONE-HALF of the AGGREGATE of the MONEYS paid for land shall be immediately placed with such responsible Trustee as shall be agreed upon by the PURCHASERS and this ASSOCIATION;—which Trustee shall pay and divide the same to and among ALL of the PURCHASERS (or to the part of them, whether one or more,) who shall have so built. Thereby SELECT and FRATERNAL neighborhood and MUCH PROFIT from their own improvement, (besides the money premiums guaranteed,) are secured to all the Associated Purchasers. PLAN IS PLAIN and PRACTICABLE. Only Building Bonus in common, and every obligation concluded in one year.

FIFTH.—Building Plots sold on Credit of from 7 to 14 years for WHOLE PURCHASE MONEY,—if desired.—During term, interest on principal required to be paid in advance.
AN INVESTMENT SAFER, and VASTLY MORE PROFITABLE than DEPOSITS in SAVINGS BANKS, affording to all having but a limited income, the NUCLEUS of A FORTUNE—a GAIN for period on money put in (through advance in value of Land alone) which cannot average less than 100 per centum annually, besides SAVING to the Prudent Investors, in the majority of cases, what they would otherwise have wasted.

YOUNG MEN especially are INVITED to EXAMINE THIS METHOD of INVESTMENT,—which proves forcibly that "Many a Mickle make a MUCKLE," and gives to each planting thereon the CORNER STONE for a FUTURE HOME.

SIXTH.—To Builders or Money Investors—SPECIAL PROPOSALS, including fee simple title of unincumbered Building Sites,—a guarantee of speedy return of both principal and interest invested in Houses thereon, and also of large profits. (Please apply at Office, 187 Broadway, for full particulars of this safe and surely profitable method for both employment and investment, in these times when material is so cheap and labor begging.)

Also,—Contracts to a limited extent, may be made with this ASSOCIATION, by trustworthy CARPENTERS, or MATERIAL DEALERS, for such BUILDINGS as shall be substantial, tasteful and of economic cost, to be placed upon the Association's Lands, IN EXCHANGE (at their cash value,) for SHARES of the CAPITAL STOCK, more particularly described in the next proposal.

SEVENTH.—Treasury Stock of this Land Corporation, (by law non-assessable,) now offered by the Trustees for sale in amounts, from Five Shares upwards, as desired, with Special Discount to an Investor who shall take all remaining, or not less than 250 Shares, payable by installments on easy terms. The Trustees guarantee that every dollar of the proceeds from the sale of the Treasury Stock, shall be expended in building Houses or other improvement upon the Lands of the Association;—and Investors considering this offer should note that all the money to be paid in by them will go to the development and benefit of that which they purchase—the interests within the Association,—making thus a positive addition of so much to the Corporation assets, and in the ratio of that addition, and improvement thereby, reducing the cost of their first investment.

EIGHTH.—Houses after New England and Other Approved Models,—now building—(but can be modified to suit Buyers, if applied for soon,) for sale favorably with HANDSOME GROUNDS.

N. B.—This Association will, if desired, contract to build specially for Lot-Purchasers, and thereby save them much in money, time and care. Plans of Dwellings now building or proposed, to be seen at office in New York.

Parties interested by any of the foregoing proposals are invited to call at either of the Offices of the Association—(with STEPHENS BROTHERS & Co., No. 187 Broadway, New York,—and at residence of R. M. MITCHILL, Sup't, upon the Lands in Pelham,)—where all further explanations and assurances that may be desired will be cheerfully given.

April, 1875.



Organized under the Laws of the State of New York.

OFFICERS.

S. H. WITHERBEE, President. H. C. STEPHENS, Treasurer.
C. J. STEPHENS, Secretary. R. M. MITCHILL, Sup't.
E. G. SPILSBURY, Engineer.

THIS ASSOCIATION has been formed and legally incorporated, for the purpose of most effectively combining capital and skill in the control and improvement of such a large body of land, as should, by its NATURAL ADVANTAGES and

SUPERIOR ACCESSIBILITY

FROM THE

Business Centres of New York City,

he found most adaptable for sub-division into VILLA PLOTS, and thence provide, at a Moderate Cost to every Purchaser, a foundation for A SUBURBAN HOME, or for PROFITABLE INVESTMENT, that would surely commend itself to public favor.

As satisfying these objects, SEVERAL ESTATES, comprising nearly

500 ACRES OF CHOICE LAND,

and extending from the Main Line of the

NEW HAVEN RAILROAD to the SOUND,

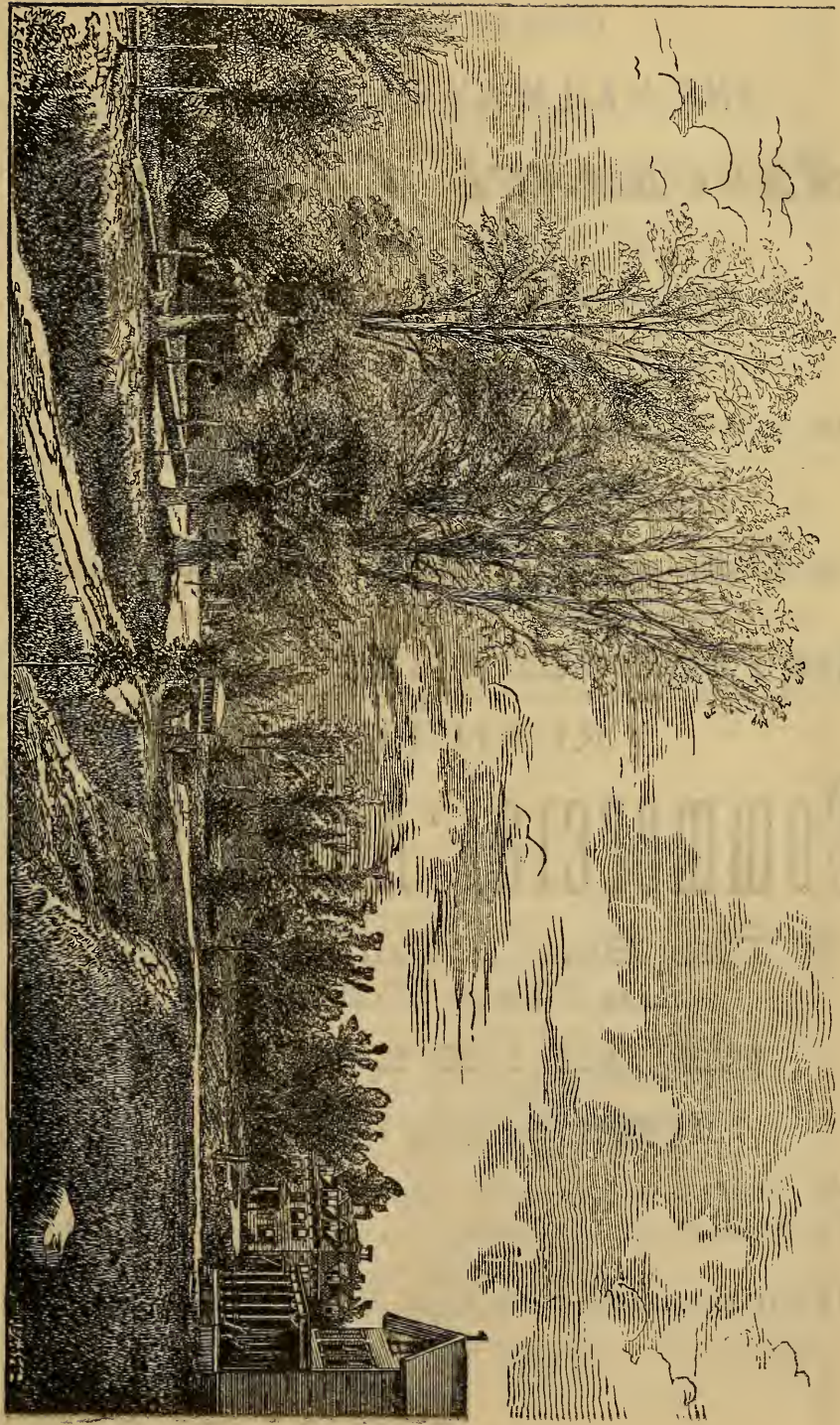
are finally consolidated and being improved as ONE WHOLE, under the ownership of this Corporation, who now invite the attention of the Public to

THIS BEAUTIFUL SUBURB,

which is so regulated as to guarantee to those who shall purchase LAND PORTIONS or STOCK SHARES therein, a COMBINATION OF ADVANTAGES seldom equalled.

OFFICES,—with STEPHENS BROTHERS & CO.,
187 BROADWAY, NEW YORK,
and with R. M. MITCHILL, Sup't, at his Residence on Boston Boulevard,
in PELHAM MANOR.

Oriente, is intersected with roads and avenues lined with numerous dwellings. This tract fronting directly upon the Sound and comprising four hundred and fifty acres, possesses great beauty, and is, in fact, the most attractive section of Mamaroneck for suburban residences. It is remarkably picturesque, and with its mingling of orchard and woodland, meadow and stream, makes up a *tout ensemble* of landscape scenery unsurpassed anywhere in the environs of New York. To these natural beauties the skill and genius of man has added varied and tasteful improvements, over \$750,000 having been expended in various ways to develop and beautify the charming surroundings which nature already affords. Here are to be found, as before stated, numerous elegant residences of prominent New Yorkers, both merchants and professional men, who have come out from the dust and din of the city to find here retired and convenient Homes on the Sound. Among these may be mentioned Mr. Constable, of the firm of Arnold, Constable & Co., (whose stately mansion was erected at a cost of not less than \$200,000.), President Campbell of the Pacific Bank, and others. The drives in the vicinity of Delancey Park are varied and of great beauty, affording at times superb views of the adjacent country on the one side, and of the clear expanse of the waters of the Sound on the other. And in this connection we present on the opposite page a beautiful glimpse of scenery, including the residence and grounds of T. L. Rushmore, the enterprising proprietor of the Park. Mention should not be omitted either of the admirable facilities for fishing, sailing and boating, which residents of this vicinity enjoy, while those who love historic romance will find a pleasure in knowing that it was here that our American novelist, E. Fenimore Cooper, resided when he wrote some of his principal works, including "The Spy," and



HOMES ON THE SOUND.

THE RAILWAY PASSENGERS
ASSURANCE COMPANY,
OF HARTFORD, CONN.

J. G. BATTERSON, Pres't. *CHARLES E. WILLARD, Sec'y.*

CASH CAPITAL, \$300,000. CASH ASSETS, \$475,000.

Has made the issue of Insurance Tickets a Specialty for the

LAST NINE YEARS.

The Tickets issued by this Company are for sale at the
Principal Offices of the

New York, New Haven & Hartford Railroad.

READ THE
Commercial Advertiser

 **The Best Evening Paper
in New York.**

PRICE, ONLY 3 CENTS PER COPY.

TERMS (including Postage.)

One Year.....	\$10.00
Six Months.....	5.00

**OFFICE, COR. FULTON & NASSAU STS,
NEW YORK.**

“Satanstoe,” the latter name having in fact been formerly applied to the Neck itself.

But a short distance from the Mamaroneck Depot, the railway crosses the river of the same name by an arched stone bridge, and enters Rye township, the first station in which is

HARRISON,

(22 miles ; 22 trains daily. Time, 48 min.)

located at the intersection of the road with the great thoroughfare, which, under the names of Harrison Avenue and North Street, traverses the entire township. Here, we find a hotel and post office, and a scattered settlement, including many handsome private residences of New York business men. Being practically a portion of Rye, Harrison enjoys with it the advantage of the numerous churches, schools, and other facilities mentioned hereafter under the description of our next stopping place,

RYE.

(24 mile ; 23 trains daily. Time, 51 min.)

If it be a summer afternoon, the arriving visitor will be surprised at the large number of elegant vehicles and fine horses in waiting to convey the owners to their residences on the sea shore, or upon the various roads which diverge from the plazas about the depot ; for Rye is the favorite resort of many wealthy citizens of the Metropolis during the summer, as well as of a cultured and refined society of permanent residents. The drives of Rye are proverbially beautiful. The old Boston turnpike or post road traverses the entire length of the town, a distance of six miles and a half from Mamaroneck to Byram River. It is a wide avenue, lately graded and macadamized and lined on either side, the entire distance, by valuable country seats and stately mansions, with here and there a superb glimpse of the

Sound's gleaming water, and the Long Island shore ; or you may follow the Purchase Road to Rye Lake, and return by way of King Street ; or, again, there are the drives to the Beach and Manursing Island—to Milton, on Parsonage Point, with the Creek on one side, the Sound on the other ; in short, no one with a good horse and buggy and a pleasant companion need never complain of *ennui* at Rye.

The vicinity is well supplied with churches and schools. At Rye Neck is a Methodist Episcopal Church, and at Rye village are the time-honored "Christ Church" (Prot. Episcopal), a Presbyterian church (Rev. Chas. W. Baird, pastor), and a Methodist church. The Episcopalians and Methodists also have outlying chapels in the adjacent quiet hamlet of Milton. Among the private educational institutions may be mentioned two seminaries for young ladies and one for boys, while the facilities for public instruction are also as good as the average.

Rye Seminary a boarding and day school for young ladies, is an institution which, under the Principalship of Mrs. S. J. Life, especially commends itself to parents having daughters to educate. It is located within three hundred yards of the depot, and about a mile and a half from the Sound, a full view of which it commands ; is divided into large rooms commodiously fitted up ; is well lighted ; is heated by steam throughout, and has accommodations for fifty boarders and numerous day scholars. The grounds are ample and tastefully laid out in garden and lawn, ornamented by shrubbery, sufficiently shaded by trees of various kinds, and surrounded and intersected by walks and drives. There are large and well-arranged croquet grounds for those who may wish to entertain themselves with this species of recreation. Ample opportunities are afforded for exercising in the open air. For further particulars we would refer the reader to the

advertisement of Rye Seminary, published near the end of the book.

Possessing so many attractions and advantages, Rye has become the home of many substantial citizens, who go daily to the city, as well as of others who have retired from the burden and heat of the day. The shores indented with bays, and the picturesque rocks and islands lying off the coast, afford facilities for bathing, fishing, rowing and sailing second to those of no other locality on the line.

JAMES M. FIELD,

DEALER IN

Fine Groceries, Flour, Feed and Grain,

PROVISIONS, CROCKERY, HARDWARE, &c.

RYE STATION, N. Y.

ORDERS SOLICITED AND PROMPTLY FILLED.

Very little real estate is at present here offered for sale, but the average value of land per acre is from \$400 to \$500.

And now, as we leave with regret so attractive a locality, our train whizzes us on again to the thriving town of

PORT CHESTER,

(25 miles; 25 trains daily; time, 54 min.)

situated on the Byram or Armonck River, which here divides New York from Connecticut. This river, says Bolton, "takes its rise from the Byram Lake, an extensive sheet of water, fed by the springs of the Comonck or Armonck hills in Bedford. During its downward course, it winds between lofty hills fringed with copse wood, and abounding with bold projections, which here and there break the course of its rapid current. In other places it forms romantic glens, shaded with the wild hemlock and fir. The wooded shores

of Byram Point rise directly opposite the village, forming a fine contrast to the western side of the river."

In ancient days Port Chester was known by the less romantic name of Sawpits. Now, however, it has outgrown that primitive title, and claims attention as a large, important and active village. Its industries are extensive and numerous, including a large iron foundry, carriage factories, planing mills, marble works and shirt factories. Sloops and barges come up to the village wharves, and the trade in coal, lumber, lime, cement and other building materials is quite extensive also.

Port Chester is incorporated with a President and Board of Trustees, has many fine stores and brick buildings upon its principal thoroughfares, a National and a Savings bank, a local paper with a wide circulation, the *Port Chester Journal*, paved sidewalks, gas works, churches of the Protestant Episcopal, Presbyterian, Methodist, Baptist, Lutheran, and Roman Catholic denominations, good schools, public and private, in short all the accompaniments of a live, active community. In addition should be mentioned here the neighboring manufacturing village of Glenville, virtually a suburb of Port Chester, where are to be found a screw factory, woolen mills, tool factory and various other lesser industries.

Prof. Starr's Academy for Boys, (the advertisement of which appears near the end of this work), is a well-conducted institution accommodating twenty boarders as well as a number of day scholars, and is a credit to the place.

In beauty of scenery and surroundings, the drives about Port Chester are in no wise inferior to those of Rye. Extending northward for many miles is Kings street, an old and well traveled thoroughfare, lined with points of historic interest as well as with residences of the "solid men" of the day. Westward also extends the new Boulevard called Westchester Avenue, connecting with White Plains, the

county seat. Then, too, there are Grace Church St., Purchase St., North St., Forest and Locust Avenues, and the Milton road, upon either of which one may ride or stroll with pleasure.

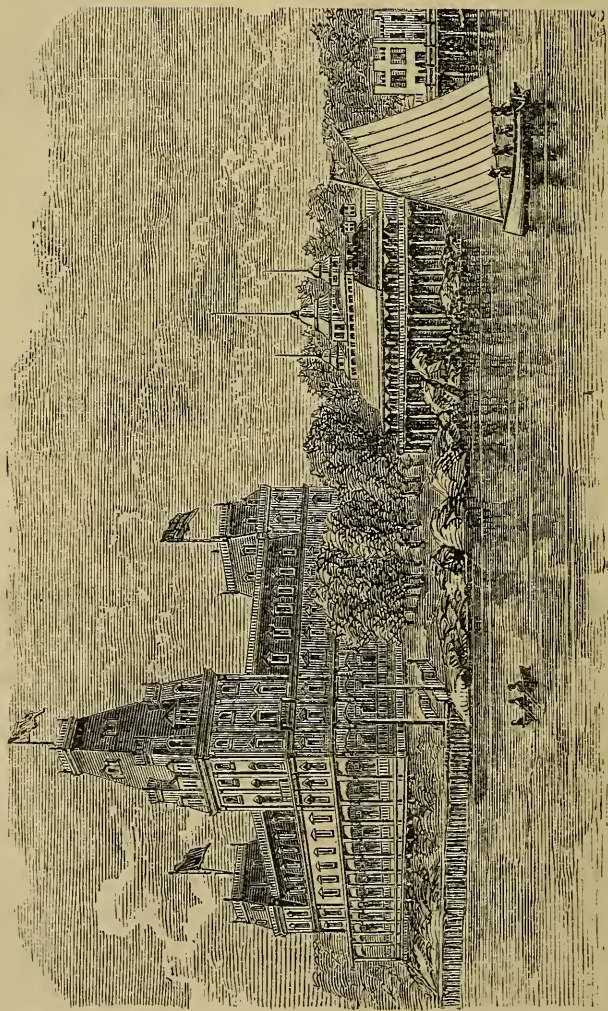
Within the corporate limits of the village building plots (50×100 feet) are valued at about \$500 each, while on the main street business sites (25×100 feet) sell for about \$2500. More or less improvement in the way of opening new streets or regulating those already laid out is constantly going on.

Beyond Port Chester, as has been previously intimated, our road crosses the Byram River and brings us into Yankee land, the land of buckwheat cakes and business. Behold us now upon the soil of Connecticut, and here we are presently at

GREENWICH,

(28 miles ; 22 trains daily. Time, 59 min.)

And here we are at once struck with the air of neatness and thrift everywhere visible about us. The village is an old one, having been settled in 1640, and is very quiet and respectable at that. The whilom Americus Club house stands on Indian Point, about a mile distant. This beautiful building has now been converted into a first-class summer hotel, the Morton House, a view of which appears on the next page. Greenwich's population numbers about eight thousand, it boasts a bank, a weekly newspaper, good schools, and two of the handsomest churches Episcopal and Congregational, to be found on the line of the road. There are also Methodist and Roman Catholic churches in the village. Nor is the locality devoid of historic interest. Close at hand is the steep, rocky hillside, called "Put's Hill," down which General Putnam is said to have dashed at fiery break-neck speed when escaping capture by General Tryon's dragoons. From



MORTON HOUSE, GREENWICH, CONN.

this, and other neighboring hills, may be had some splendid views of the Sound.

As may be inferred, property in Greenwich is much in demand, and numerous attractive building sites are offered at moderate prices. In this connection, we call the reader's attention to the card of Mr. J. W. Atwater, on page 50.

One mile beyond Greenwich, we come to the Mianus River on the hither bank of which stands the depot of

COS COB,

(29 miles ; 21 trains daily. Time, 1 hour, 01 min.)

deriving its name from the village about half a-mile to the northward. Whence the village in turn derives its name is left for the reader to conjecture. There is a ship-yard here ; also a flouring-mill, and one or two country stores.

RIVERSIDE.

(30 miles, 21 trains daily. Time 1 hour 02 min.)

The new village of Riverside-on-the-Sound, situated on the bank of the Mianus River, has received a large increase of new residences within a few years past, every train being required to stop at the draw bridge. This station has the advantage of all trains, way and express. It is one of the most desirable new places on the line of the New Haven road, and will doubtless continue to fill up rapidly with business men from New York. It is proposed to make the place one purely for genteel private residences.

The principal places of interest about Riverside-on-the-Sound are the Beach, Mianus River, and Labdin's Rock, the scene of an Indian legend. This wild, picturesque, and shady retreat is the favorite resort of pic-nics and other parties in search of novelty and pleasure.

J. W. ATWATER,
REAL ESTATE BROKER,
Office at Residence, near Depot,
RIVERSIDE-ON-THE-SOUND, CONN.

GREENWICH, RIVERSIDE AND STAMFORD PROPERTIES A SPECIALTY.

Office days Tuesdays, Thursdays and Saturdays only, unless by Special Appointment. In New York on Friday of each week.

POST OFFICE ADDRESS AS ABOVE.

It is confidently stated that no place can be mentioned more healthy and desirable for private residence, or abounding more in cool and delightful drives than Riverside-on-the-Sound. It may be added that the residents have not yet become infatuated with extravagant ideas as to the value of land, and excellent sites can be had at reasonable figures. The place is largely indebted to the enterprise of Mr. J. W. Atwater, for its rapid growth, and the well deserved attention it is receiving.

And now a few minutes more ride brings us to

STAMFORD,

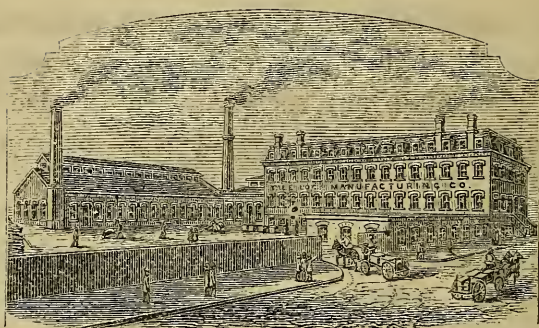
(33 miles; 37 trains daily. Time, 1 hour, 12 min.)

the most important point we have as yet reached on our journey from the Metropolis. This beautiful town, which has long been remembered among the most popular resorts within easy distance of New York, for business men and the retired wealth of the city, is an incorporated borough, with a population of about ten thousand, and is said to boast more elegant private residences than any town of its size in Connecticut. Prominent among these may be mentioned those of Messrs. Chas. Johnson (the wealthy omnibus proprietor of New York), Wm. R. Fosdick, Chas. P. Burdett, Chas. J. Starr, the late Geo. F. Nesbitt, Wm. Hubbard, Dr. Cockroft, and Oliver, William and Joseph B. Hoyt. Nor

should mention be omitted of Glen Brook Park, the property of Mr. Chas. H. Phillips, and a marvel of artistic skill in landscape gardening, unsurpassed, save in size, even by Central Park. This lovely spot, during the summer, is a popular resort for lovers of the beautiful.

Viewed in the light of public enterprise, Stamford has much to be proud of. Her schools, public and private, are of a high order ; churches representing all the denominations, and some of their edifices being models of architecture, are to be found within her limits ; there are a handsome Town Hall, two National and two Savings Banks, two Hotels, a weekly paper, the *Advocate*, and numerous other features of interest. The Town Hall is especially worthy of note, as having been erected at a cost of \$140,000, and being built of brick and Ohio stone, with a main tower 100 feet in height, containing a clock and bell. The borough is lit with gas, and is supplied throughout with pure water from springs twelve miles distant. Its streets, moreover, are well kept, and beautifully shaded, and the sidewalks are paved from end to end of the village.

Any observing visitor to Stamford, cannot fail to be impressed with the evidence of the thrift and energy of its people. None the less will the practical man of business be struck with its facilities as a lively manufacturing place. It has a fine harbor, and vessels of heavy draft can come up almost to the center of the village. Owing to this and the railroad facilities, large portions of the town are especially adapted for manufacturing purposes, and enterprise in this direction has been rapidly developed by the establishment of numerous mills, factories and other extensive industries. Prominent among these, we may note the Yale Lock Manufacturing Company, of which Mr. Henry R. Towne is President, and whose spacious factory is represented on the next page.



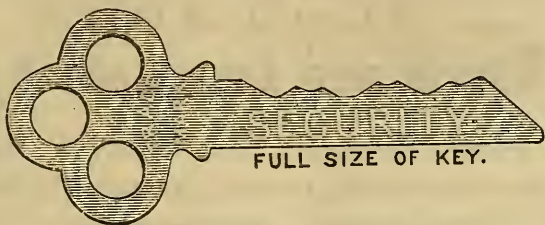
WORKS OF THE YALE LOCK MANUF'G CO.

These works are within a short distance of the railroad depot, and covering as they do, more than an acre of ground, form a prominent feature of the place. They comprise a large main building with several wings and additions (as shown by the illustration on the present page), all substantially built of brick, and erected by the company for its own use. Work was commenced here in 1869, with a force of about thirty men, and since that time the business has steadily increased until it now gives employment to from 125 to 150 hands. The product consists mainly of the celebrated YALE LOCKS, which are made in some three hundred varieties of form, size and finish, so that there is no use to which they may not be applied, from protecting a lady's jewel case to securing the heaviest warehouse doors. The Safe Deposit and Prison Locks made by this Company have the reputation of being the best that have as yet been designed for these purposes. The Company also manufactures the YALE COMBINATION or DIAL LOCKS for burglar or fire-proof safes. The YALE has for many years been the leading lock for these purposes. The Company has lately added to its line the manufacture of Ornamental Real Bronze Hardware, which it turns out in great variety and with the finest finish. It also, in addition to these, makes a specialty of furnishing and equipping post offices,

YALE LOCKS,

Applicable to every Use,
The Best and Most Secure.

Ordinary Locks no
Security!
Their Keys will in-
terchange by the
Hundred!



No Two Yale Locks
Made Alike
Unless so ordered.

MADE ONLY BY THE

Yale Lock Mfg. Co.

STAMFORD,

Salesroom, No. 298 Broadway.

CONN.

MANUFACTURERS ALSO OF

Ornamental Real Bronze Hardware.

Post Office Furniture and Equipments.

supplying them with lock boxes, call boxes, and, in fact, everything required in the postal service. It has already furnished its work to over five hundred post offices, scattered all over the United States and Canada.

From the foregoing picture, incidentally sketched, we may gain a fair idea of the industry and enterprise characterizing Stamford. Nor in natural beauty of surroundings is she at all lacking. The scenery from the hills, among which the village lovingly nestles, embraces some glorious views of the Sound, and the drives are numerous and varied. Woodside Trotting Park and Woodland Cemetery, both attractive and beautiful spots, are among the suburban charms of the village.

As may be supposed, property, in so desirable a vicinity, is in demand, though owners offer it at reasonable terms.

The whole site was originally purchased from the aborigines for "twelve coats, twelve hoes, twelve hatchets, twelve knives, two kettles, and five fathoms of white wampum;" but purchasers need not, of course, expect to buy at any such figures now. Its growth, of late years, has been steady,

D. H. CLARK'S
Real Estate and Insurance Agency,
MAIN STREET, STAMFORD, CT.

Particular Attention given to Selling and Renting Real Estate.

LICENSED AUCTIONEER.

healthful, much having been done by the New Canaan Railroad, (which here connects with the main line, and which will be found described *in extenso*, on pages 55-8,) toward building up certain portions of the town. The system of dividing up valuable tracts into building lots for suburban residences has of late prevailed, and thus many choice sites possessing splendid views and other attractions are being placed upon the market, rendering Stamford a most desirable location for persons wishing pleasant "Homes on the Sound," away from the bustle of the city. Mr. D. H. Clark, whose card appears herewith, and to whom the writer is indebted for much of the information given in relation to the place, has many fine houses and plots for sale and to lease on favorable terms. It would be well for parties proposing to locate here to give him a call.

From Stamford diverges northward

THE NEW CANAAN RAILROAD,

extending a distance of eight miles through Glenbrook, Springdale and Talmadge Hill, to the thriving village of New Canaan. During the summer months five trains run

daily each way over the line, connecting with express trains to and from New York.

NEW CANAAN.

(39 miles; 5 trains daily. Time, 1 hour 40 min.)

The especial claims of this town to consideration as a place of residence lie in its elevated, healthy situation, the beauty of the surrounding country, the simple, hospitable manners of its people, and its ready accessibility to the metropolis. The township embraces twenty-four square miles, and contains about 3,000 inhabitants. It was originally a parish of the adjoining town of Norwalk, which lies to the southeast, distant about five miles. The surface of the township is diversified, the land lying in long ridges, trending north and south, and giving to the landscape that element of variety characteristic of "rolling" country, and offering drives over excellent roads, which are either hilly or nearly level according as the general direction is across the ridges or parallel to them. The roads leading along the crests of the ridges afford numerous panoramas of wide stretches of country. Long Island Sound, dotted with steamboats and sails, stretches away to the southwest and southeast as far as the eye can reach, while Long Island, with its glittering sandbanks, lighthouses, and green fields, shuts in the southern horizon. The Sound is distant about six miles in a direct line, and from 300 to 500 feet below the level of New Canaan. Geologically, the rocks are purely primary granite and gneiss; the soil a gravelly loam, too porous to retain stagnant water, and adapted to the growth of corn, rye, grass, etc. The village makes no pretensions as a "fashionable" resort, but presents the aspect of an orderly, busy, enterprising community, and points with becoming pride to the railroad, built almost solely by the efforts of this frugal, thrifty, but by no means wealthy

NEW CANAAN NURSERIES,

NEW CANAAN, CONN.

STEPHEN HOYT & SONS,

PROPRIETORS.

These *nurseries*, now covering nearly ONE HUNDRED ACRES, have been established over twenty-five years, and are the

LARGEST NURSERIES EAST OF THE HUDSON RIVER.

The trees are grown on high ridge land with a gravelly loam soil, well adapted to the growth of plants, producing those not only with vigorous well-formed heads, but those with an ABUNDANCE of FIBROUS ROOTS.

Our Stock embraces a full assortment of

**Apple, Pear, Peach, Cherry,
PLUM, QUINCE,**

SHADE & ORNAMENTAL TREES,

**Grape Vines, Raspberries, Blackberries, Goose-
berries, Strawberries, Currants, Evergreens,**

Hedge Plants, Shrubs, Roses, &c.

Our plants are all thoroughly and carefully cultivated under our own supervision, and the stock is especially adapted to this locality, or to those in want of a choice class of stock.

It is with pleasure we invite any person wishing to buy trees or vines, to visit our nurseries, or, if not convenient or practicable to visit the nurseries, to communicate with us. All orders sent to us will be executed in as good a manner as though you were present to inspect it.

Any information desired in relation to trees, or their care or cultivation, will be cheerfully given, so far as we may be able to, to any desiring it.

Enter our address in your memorandum book, and when you are in want of anything in our line, address

STEPHEN HOYT & SONS,

(NURSEYMEN.)

NEW CANAAN, Conn.

(Nurseries located one and a half miles east from New Canaan village.)

New England people, to redeem itself from business extinction, and place it in ready communication with the commercial world. A telegraph line also lends its aid in the same direction. The inhabitants of the town are mainly devoted to agricultural pursuits, although a large manufacturing interest is maintained, especially in the articles of boots and shoes, ready-made clothing, perfumery, etc. There is ample scope for an increase of manufactures, sites for which can be obtained on easy terms. The village stores, by their ample stocks, and perfected system of receiving and fulfilling orders, together with markets, make housekeeping for the summer comparatively easy for those who, for the sake of seclusion, or by reason of large families, prefer this method; while for those who prefer to board, several boarding houses and numerous farmers' houses where boarders are taken, are scattered over the township. During the past year more than 300 summer visitors from New York spent the "heated term" in this town; and the larger proportion of those who have now for several successive years regularly returned to their country homes, induces the belief that the attractions of the place do not diminish with familiarity. The unusually large number of New York physicians who make this place the summer home of their families speaks well for its general healthfulness, which is doubtless due in part to its elevated situation, its large tracts of woodland, and partly to its nearness to the salt-water, thus in a measure combining the advantages of seaside and mountain. The short distance to the shore of the Sound, where numerous beaches and picnic groves may be found, affords opportunities for pleasure parties, while numerous fresh water ponds in groves in the town offer fields for similar amusement nearer at hand. The churches in the village represent the Congregational, Episcopal, Methodist, Baptist and Catholic denominations. Besides the common schools

three private schools furnish the means of education. An astronomical observatory, furnished with an equatorial telescope of $8\frac{1}{2}$ feet focus, mounted under a revolving dome, together with a transit instrument and clock, has furnished opportunities for star-gazing to those who have a taste for amateur observation, and is available for purposes of instruction and amusement.

The nursery of Stephen Hoyt & Son, (see advertisement,) located in the eastern part of the town, has been in successful operation more than a quarter of a century, and is one of the most extensive and reliable in the country. A visit to it will amply repay all who are interested in intelligent and skillful horticulture and agriculture.

Since the completion of the Harlem Branch, a pleasant route to the lower part of the city, avoiding the horse cars and omnibuses, is afforded, the transit by the Harlem boats requiring no more time. Business men leaving New Canaan by the 7.30 train reach Peck Slip before 10 o'clock. Returning by the same route, they resume the 4.38 New Haven train at New Rochelle, and reach New Canaan at 6.15 P. M. A later evening train communicates with trains leaving the Central Depot at 5.15. P. M.

There being no real estate agency in the village, Mr. William St. John has kindly consented, in the interest of the town, to answer any communications relative to securing either temporary or permanent residence in New Canaan.

Resuming now our journey on the main line from which our pleasant though brief glance at the pretty village of New Canaan had induced us temporarily to diverge, we leave Stamford, and, at a distance of two miles further on, reach

NOROTON.

(37 miles ; 17 trains daily. Time 1 hour, 19 min.)

This inviting little village, an outgrowth principally of the

progress and development incident to the demand for convenient suburban residences on the Sound, has much to commend itself even to the casual visitor. Its scenery, its drives, its picturesque water front, are each worthy of a more extended description than can be given them here, yet, their attractiveness may perhaps be more pointedly attested by the statement that quite a number of well-known and influential New Yorkers, including such men as Mr. John Hecker, the late Dr. Edward Delafield, Mr. H. W. Collender, and others have erected elegant residences in the immediate vicinity. There are two churches, Episcopal and Presbyterian, and good schools in the village, while the proximity of Darien and Stamford, distant one and two miles respectively, also places within easy reach the best of religious, educational and marketing facilities. Among the attractions, too, of Noroton should be mentioned the Fitch's Home for Soldiers' Orphans, erected quite near the depot at an expense of \$100,000, and containing an art gallery adorned by over two hundred valuable and carefully selected oil paintings.

One mile beyond Noroton our train stops at

DARIEN.

(38 miles ; 17 trains daily. Time 1 hour, 21 min.)

Here we have a population of about two thousand, forming a community whose enterprise and thrift are fully indicated by the neatness and improvement visible at every turn. Fifty five years ago Darien was first incorporated as a town. The village proper, the nucleus about which the principal growth centres, is on the Goodwife River, about half a mile south of the railroad depot. It contains Congregational and Methodist churches, a Boys' Seminary, excellent public schools, a spacious public hall, and numerous stores. Its shaded

streets are models of neatness and natural beauty combined, and lead the visitor to many beautiful drives in the surrounding country, the city of South Norwalk being but three miles distant. The place has its historic reminiscences, too, tradition telling that on a peaceful summer afternoon in 1781, a party of British troopers suddenly burst in upon the worshipers in the humble village meeting-house, and, capturing almost the entire congregation, tied them together in pairs and marched them off to imprisonment in New York, from whence some, alas ! never returned.

Darien possesses much to recommend it as a residence to those in search of retired and peaceful Homes on the Sound. Property can be purchased here as well as at Noroton at about \$250 per acre, and \$500 per plot (50 \times 100). Fuller information on this subject can be obtained from Mr. Melville E. Mead, whose card appears under description of South Norwalk.

FIVE MILE RIVER.

(39 miles; 17 trains daily. Time 1 hour, 24 min.)

This station, established on the banks of the river or estuary from which it derives its name, is the outlet for a considerable farming population, inhabiting the adjacent district. The little settlement fronting upon the harbor contains a hotel, post office, lumber yard and saw mill, and several country stores. There is sloop navigation to this point.

And now, as we continue our journey, indications of our approach to a place of no inconsiderable size multiply on every hand, and presently we find ourselves whizzing up to the Company's large and substantial brick depot at

SOUTH NORWALK.

(41 miles; 30 trains daily. Time 1 hour, 30 min.)

As many persons are apt to confound Norwalk and South Norwalk together, it may be as well to premise by saying

that they are entirely separate and distinct communities. South Norwalk, formerly known as "Old Well," is an incorporated city, directly on the line of the railroad, and fronting upon the Sound. Norwalk, on the other hand, is located one and a half miles to the northward, and has its own distinct corporate organization. Of course, however, the relations between the two places are of the most intimate character. They are, moreover, connected by a line of horse cars.

It is of South Norwalk that we propose first to speak. Certainly we shall have to look far to find a more active, bustling little city of five thousand people than this is. On every side city-like blocks of brick stores and offices meet the glance. There are steamboats and numerous smaller craft at the wharf, the Danbury Railroad shoots off northward from the depot where we stand, while the streets extending in every direction have all the air of activity one expects to see in a place of five times the size.

A few words, now, about its history. Here, formerly, they say, West India trading vessels were wont to send crews ashore for their supplies of water from a famous well near the shore, and hence the original name of "Old Well." Even then there was a considerable village here, including quite a number of useful industries. But then the railroad came, and the place began to grow apace, until, five years ago, it was incorporated as the city of South Norwalk, and under that name it stands forth to-day as proud and pretty a city, for its size, as can be found in New England.

If we stroll through its streets we shall find churches of the Episcopal, Presbyterian, Congregational, Methodist, and Baptist denominations, five public school buildings, two hotels, a newspaper, the *Sentinel*, and numerous mills and factories, among which several are devoted to the manufacture of hats. We shall find, too, established here, the First National Bank of South Norwalk, chartered in the year 1864,

under the National Banking Act of Congress. The present President, Hon. Dudley P. Ely, and the Cashier, J. J. Millard, Esq., have been in charge of this institution nearly from its inception. It has done a safe and prosperous business, so that, beside paying its dividends regularly, it has accumulated a surplus of sixty thousand dollars, not counting the enhancement in the value of its securities. Its card will be found near the end of the book.

The Fairfield Fire Insurance Company also has its offices and headquarters in South Norwalk. This institution is one of the prominent Insurance Companies of the country, and compares favorably with any in old Connecticut, the home of the Insurance business. This Company organized in 1869, passed safely through the great fires of Boston and Chicago, and has paid large and regular dividends to its



Cash Capital,

\$200,000.

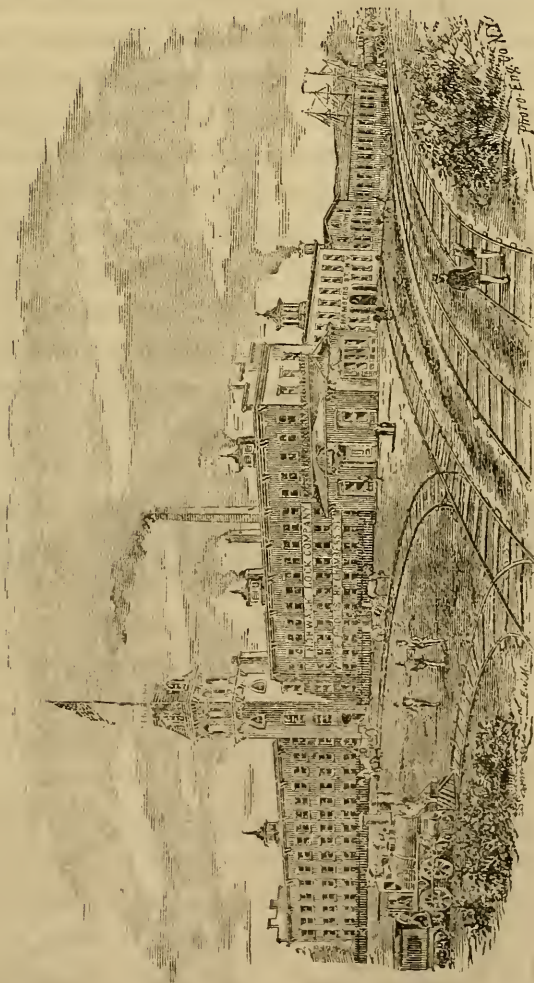
ASSETS,

April, 1875,

\$350,000.

Agents at all principal towns in the Union.

stockholders for the past three years. It owns and occupies the large iron front building on Main Street, opposite the depot, built at a cost of about \$30,000, and is officered and managed by gentlemen of experience in the profession of



WORKS OF THE NORWALK LOCK CO., SOUTH NORWALK, CONN.

underwriting. This Company employs 125 agents in different parts of the Union, besides a large line of special agents, clerks and other assistants, and has a name and credit both metropolitan and sound. The perfect facilities for railroad

and telegraphic communication as well as the prospective growth and development of the place, were probably the good reasons which induced this large Company to locate here. The Company also owns considerable real estate and invests largely in mortgage loans to local property owners.

Nor should we in our glance at South Norwalk's leading industries neglect to note that the manufacturing of Locks and Builders' Hardware is here carried on quite extensively by the Norwalk Lock Co., whose works are represented in the accompanying engraving. With their location at tide water, as well as in such close proximity to the N. Y., N. H. and H. Railroad, that they load their goods directly from the manufactory into the cars, they possess an advantage of both rail and water communication which cannot be excelled. This Company was organized at South Norwalk in 1856, and their establishment now covers nearly two acres

NORWALK LOCK CO.

South Norwalk, Ct.

[ORGANIZED IN 1856.]

MANUFACTURERS OF

LOCKS

— AND —

BUILDERS' HARDWARE.

of ground. They employ about 250 hands, and their variety of heavy locks numbers something over four hundred different sizes and styles. All the trimmings necessary to complete their locks, together with a variety of Builders' miscellaneous hardware, are manufactured at these works, and their market is not limited to any particular locality, as their goods may be found in all parts of the country.

The oyster trade of South Norwalk is also an important branch of its industries, and employs directly and indirectly fully one thousand persons ; nor should the ship-building industry be forgotten, as an extensive ship yard may be found at Gregory's Point, with marine railways capable of lifting high and dry vessels of 1000 tons burden.

But it is as a place of residence that, finally, and with the most interest we must consider the claims of this lively and attractive city. Certainly, after what has been already told, the reader cannot doubt but that he will find here a *rus in urbe*, a rare combination of city accommodations and rural surroundings. In its quiet shaded streets, or further out toward the rapidly growing suburbs, may be found scores of building sites, which tempt the seeker for a HOME ON THE SOUND to come and make himself the possessor of one of them. A rich soil, mild climate, fine drives, moderate taxes, good drinking water, churches, schools, stores, and every modern convenience, all join to commend South Norwalk to those who having amassed a competency yet desire to be within convenient distance for an hour or two's daily business in the metropolis. Property can be had by the lot, plot or acre at rates which are certainly moderate in view of the surroundings and advantages. And in this connection it may be stated that among the institutions recently established in this city is the banking, real estate and insurance office of Mr. Melville E. Mead, who, formerly a wholesale grocery merchant in New York City, doing business in Coenties Slip,

MELVILLE E. MEAD,**Banking, Real Estate and Insurance,**
SOUTH NORWALK, Conn.

subsequently changed his residence to Darien, Conn., and became much interested in buying and improving real estate in that town, so noted for its healthfulness and the natural beauty of its scenery. Desiring to enlarge a business so successfully inaugurated in Darien, he saw in the future of South Norwalk a center of commercial prosperity, and, associating with him as chief of the office department, Mr. Jacob M. Layton, of the National Mechanics Banking Association of New York, leased of the Hon. Nathan C. Ely, the old bank building on Washington Street. This building was occupied by the First National Bank of South Norwalk for about eight years, until their new bank building was completed.

Mr. Mead and Mr. Layton are now both fully committed

to the prosperity of South Norwalk, and by prompt dealings and careful and untiring energy to their duties, have won the confidence of the older citizens of the place, as is shown by the constant increase of their business in each of its departments.

Our visit to South Norwalk would be incomplete did we not supplement it by a horse car ride of half an hour or less to the previously mentioned Borough of

NORWALK.

We pass en route thither many elegant residences of New Yorkers lining the roadside, including the superb estate of the late LeGrand Lockwood, said to be the costliest private residence in America, and built and laid out at an estimated expense of one million dollars. We shall find Norwalk itself a place of much activity, with a population of six thousand, a newspaper, the *Gazette*, three banks and six churches, one of which, the Roman Catholic, is a handsome piece of architecture. The place is also provided with water from a stream six miles distant. Its industries are numerous, including woolen mills, shirt and straw goods manufactories and potteries. Here, too, are located the extensive works of the Norwalk Lawn Mower Company. This Company was organized here in 1874 by a few of the wealthier and more energetic citizens, and has a sufficient cash capital to prosecute the business to advantage. Although the works of the company, as stated above, are located here at Norwalk, it has been found necessary in order to supply the demand for this popular mower, to call into use the facilities of some three or four other factories in different parts of the State. The Lawn Mower made by this company, the *VELOCITY*, is without doubt the very best in market. The works are under the direct supervision of Mr. W. B. Bartram, a manu-

facturer and inventor of long experience. The President of the Company is Mr. W. B. E. Lockwood, and the Treasurer and business manager Mr. George O. Keeler, both of Norwalk.

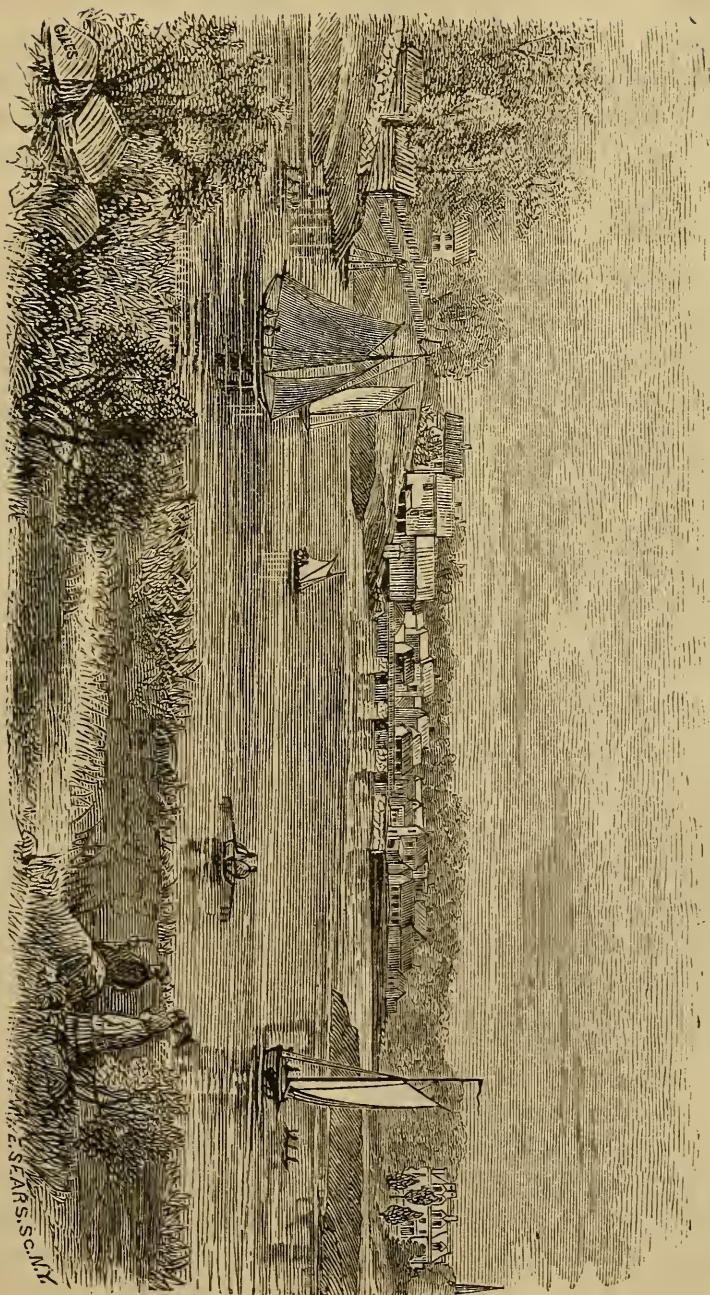
Resuming now our ride on the main line we find our next stopping place on the west bank of the Saugatuck River, at

WESTPORT.

(44 miles ; 14 trains daily. Time 1 hour, 36 min.)

The old village of Westport is situated on the river about one and a quarter miles above, and is reached by a fine road recently widened and improved, that runs along the western bank. It is located on both sides of the stream, on grounds rapidly ascending, and is connected by a fine bridge in the center of the village. The town itself has a population of about three thousand four hundred inhabitants, with two Congregational churches ; two Methodist ; two Episcopal, and one Roman Catholic. The village has a Bank finely located at the west end of the bridge in the center of the village ; some two or three select schools for young ladies and about the same number for boys ; a number of dry goods and grocery stores, and several fine markets. The manufacturing interest of this station though not large is in a prosperous condition. At the village of Saugatuck is located the button shop of the Saugatuck Manufacturing Company. Just above the village of Westport on the Saugatuck River are factories engaged in making carpet lining, cotton mattresses, pillows, cushions, and twine, rope, carpet warp, candle wick, &c. Still further up this stream is a fine flouring mill and a great tool shop, employing a large number of men. About the same distance from the village of Westport ($4\frac{1}{2}$ miles), is a large and flourishing military school. A short distance from the village also are located the ponds and hatching houses of the Westport Trout Asso-

WESTPORT, FROM POINT IMPERIAL.



W. E. SEARS, SCULPTOR.

ciation. This place attracts a large number of visitors during the year from all parts of the country, and is second in its importance and success to no other similar establishment in the land. A visit will richly repay one for all his trouble. Westport is a picturesque and finely located town, and abounds in numerous sites for residences for the middling as well as the higher classes of society. As a business location it is easy of access to New York both by rail and by water. Land can be purchased here from \$75 to \$250 per acre, according to location, and there are opportunities every now and then to purchase improved property at reasonable rates.

In this town a large number of wealthy gentlemen already have their homes, most of which are models of elegance and beauty. Among these we would mention Morris Ketchum, W. R. McCready, John B. Morris, A. M. Lawrence, Mrs. F. B. Cutting, J. H. V. Cockcroft, S. H. Alden, James R. Jessup, H. R. Treadwell, Ambrose S. Hurlbutt and many others of lesser note.

A large number of the inhabitants of Westport are engaged in raising fruits and vegetables for market, and enormous quantities of strawberries, grapes, and vegetables of all kinds find their way to New York and Boston during the summer season. The traffic resulting to the New York, New Haven and Hartford Railroad Company from this source alone is not inconsiderable, and gives promise of becoming constantly greater in the future.

Five minutes ride from Westport brings us to

GREEN'S FARMS.

(47 miles ; 14 trains daily. Time 1 hour, 41 min.)

This is a quiet rural retreat, long familiar to hundreds of New Yorkers who have frequently sought in the seclusion of one or another of its numerous adjacent farm houses that temporary retirement and rest which hard work in the office

or counting-room has so well fitted them to enjoy. Suffice it to say that the visitor here will find the best of boating, fishing and bathing facilities on the neighboring shore, and good country board at reasonable terms, if he wish to stay and enjoy himself for a day or a week or two.

SOUTHPORT.

(49 miles; 14 trains daily. Time, 1 hour, 44 min.)

At this point we find ourselves in a vicinity rendered historically interesting by its proximity to the Pequot Swamp, the scene of the last desperate encounter between the colonial settlers and the Pequot Indians. Many other revolutionary traditions conspire also to invest the place with historic interest. About two miles to the northeast of the depot is the county Court House of Fairfield. The village of Southport proper lies mostly on the right hand side of the railroad, and fronts upon an excellent harbor which has been much improved by Government appropriations from time to time. The population is estimated at about twelve hundred. There are Episcopal, Methodist and Congregational churches, and at Fairfield there is a Roman Catholic church, also. The new edifice now being erected by the Congregationalists will add greatly to the beauty of the village. There is a good graded public school, in addition to which a parish school connected with the Episcopal (Trinity) church, and Sea Side Seminary, a boarding and day school for young ladies, furnish abundant educational facilities. The village contains many handsome residences, and here, as elsewhere, the adjacent hills furnish commanding and varied views of the Sound. There are two Banks, National and Savings.

Property at Southport can be had at moderate rates by those desiring to purchase and build.

FAIRFIELD

(50 miles ; 14 trains daily. Time, 1 hour 48 min.)

is our next stopping place, and who that is familiar with American history has not read of the terrible trial through which, in its infancy, this unfortunate village passed, when Gen'l Tryon laid its two hundred houses in ashes in the summer of 1779? Four houses which survived that eventful day still stand and are pointed out to the stranger.

The town was rebuilt in 1794, and to-day numbers, (including Southport) about six thousand inhabitants. It contains churches of the various denominations, good schools, an Academy, a hotel and several stores. The principal street running nearly parallel with the railway is lined by numerous handsome residences.

BRIDGEPORT.

(56 miles ; 28 trains daily. Time 2 hours.)

Here for the first time since leaving New York we find ourselves in a city of over twenty thousand inhabitants. Indeed, as we stop at the depot and look out upon the steamboats and shipping, the grain elevator and the storehouses on the one side, and upon the paved streets and solid blocks of metropolitan buildings on the other, we shall not be surprised to learn that we are now in the third city in size in Connecticut. Its early history is an eventful one. Originally settled nearly two centuries ago, Bridgeport was incorporated in 1821 as a town ; in 1836 as a city, and in 1870 boasted a population of 21,876. Its location on Long Island Sound, at the mouth of the Pequonnock River, and its admirable railroad connections with the interior by the Housatonic and Naugatuck railways, have contributed to make it a great commercial center, and brought it into especial prominence as a manufacturing city. East Bridge-

port through which we pass after crossing the river on our journey eastward, has been almost entirely built up, and within a few years past, by these industrial interests. Bridgeport is, moreover, soon to become a great coal trading center for New England, the Reading Coal Company proposing to erect extensive coal sheds upon a tract of fifty acres recently purchased and fronting on the Harbor.

There are twenty odd churches in Bridgeport, representing all denominations of the Christian faith; one of them, St. John's Protestant Episcopal Church, a model of architectural beauty, having been built at a cost of \$100,000. The schools, both public and private, are first class in every respect. The city is governed by a Mayor and Council, is

**J. & G. A. STAPLES,
REAL ESTATE & INSURANCE AGENTS.**

STAPLES & CO.

BANKERS and BROKERS,

No. 203 State Street, Bridgeport, Conn.

JAMES STAPLES.

T. R. CRUTTENDEN.

G. A. STAPLES.

F. H. CRUTTENDEN.

provided with gas, water, and a police force, and, in short, offers to the resident every convenience of the metropolis. There are five National and four Savings Banks; two daily, one tri-weekly, one semi-weekly, and one weekly paper; a commodious Opera House, and stores and public edifices of which even New York might be proud. The outskirts of the city abound in delightful scenery, made up of shaded avenues, charming landscapes, and many lovely views of the Sound. Golden Hill, in the northerly part of the city, abounds in elegant private residences; nor should mention be omitted of one of Bridgeport's most attractive features, "Waldemere," the princely estate of P. T. Barnum, in an inspection of which the visitor to Bridgeport will find much to study and admire. It is but a short ride from East Bridgeport to

STRATFORD,

(59 miles ; 14 trains daily. Time, 2 hours, 06 min.)

a quaint and highly respectable village of about two thousand inhabitants. As a summer resort Stratford has long been popular with many New Yorkers, who find in its shaded avenues, its neat quiet surroundings, and its splendid facilities for boating and fishing, all the requirements of a pleasant rural home during the heated term. The village is especially noticeable for its handsome churches, one of them especially, visible from the railroad and built of blue granite, invariably challenging the admiration of the passing traveler. The recent discovery of springs with powerful medicinal qualities in this vicinity encourages the belief that in the future Stratford, as a summer watering place, is destined to become even more popular than it has been in the past.

Just east of Stratford we cross the Housatonic by a magnificent bridge of iron and granite, pass the Naugatuck R. R. Junction, where passengers change cars for Ansonia, Birmingham, Derby, Waterbury and Winsted, and still hastening on with occasional silver glimpses of the Sound on our right, presently arrive at

MILFORD.

(63 miles ; 14 trains daily. Time, 2 hours, 16 min.)

Here we find ourselves in what may be fairly termed a type of the neat and prosperous New England village. The long stretches of shaded streets, the public square lined with its rows of stately elms, and enclosed with its neat white paling, the snowy church towers which here and there peep out above the foliage, with their quaint moss-grown tomb stones about their base, and ever and anon the whirl of the factory wheel or the sound of the whistle telling the tale of man's industry, all these make up the picture which one finds in the pretty village of Milford,

It has a population of about four thousand inhabitants. Here, in 1639, came English settlers bringing with them the name of their native village across the sea, and here, nine years later, occurred a deadly struggle between the Mohawks and the resident tribes, resulting in a victory for the latter.

With the exception of this event the historical records of Milford furnish little of general moment ; since the railroad in 1849 awakened it to a new life of activity, its growth has been slow but steady. It now contains five churches, a hotel, numerous stores, and fine schools, and numbers among its industries an extensive manufactory of straw goods. The drives in the vicinity are, many of them, romantic and beautiful, while the water front is extremely picturesque, affording fine opportunities for boating and fishing. Charles Island, a favorite resort in summer, lies about three-quarters of a mile from the shore, and is easily accessible by boat at all times.

WOODMONT.

(67 miles : 12 trains daily. Time, 2 hours, 23 min.)

The settlement at this station has been known for over two hundred years as Oyster River, from a branch extending from the Sound up to the station itself, and about a mile long. It is one of the oldest in the State, and was formerly in the township of New Haven. Now, however, it is included in the town of Orange, New Haven County. "Oyster River," is so laid down in the chorographical map of Governor Gen'l William Tryon, 1776, and it is a pity public taste should be so ready to change old established names. Again, the beautiful watering places "Merwin's Point" and "Burwell's Farms," which lie nearest this station are well adapted for country seats.

There are about four hundred inhabitants included in the various adjacent settlements. Many fine residences are to

be found, the chief and most attractive object being the view of the Sound. The well-known villa "Martinston," the residence of Dr. John Martin Aimes, situated on a commanding rock in Oyster River Bay, is highly picturesque and is the objective point of numerous admiring visitors. Mr. James R. Ayres' residence, near the station, is a charming place and has a magnificent view of the Sound and the country adjacent. Merwin's Point is one of the most desirable localities on the Sound for a watering place hotel, or gentleman's villa.

WEST HAVEN.

(70 miles; 13 trains daily. Time, 2 hours, 30 min.)

The principal portion of this beautiful village lies to the south of the railroad track, so that in passing through on the cars only broken glimpses can be caught of its beauty. To arrive at a full appreciation of its real attractiveness one must pass through the streets, beneath the long arcades formed by the interlacing and hanging boughs of the elms, drive along the shores of New Haven Bay, on the east, or traverse the avenues that skirt the hills on the west side of the place, where overhanging rocks and forest trees hide the roadway winding down to the shore of the Long Island Sound. The view from the hills at the west and north of the village is probably as fine as any in the vicinity of Long Island Sound, embracing in its range East and West Rock, New Haven, Westville, Fair Haven, East Haven, West River, New Haven Bay, the Sound and the principal portion of the village. West Haven was settled in 1650, and incorporated a borough in the year 1873. It has a handsome public square, surrounded by large elms, three churches, graded schools, Female Seminary, Boys' Academy, private schools, Masonic Lodge, Thompson's Block, two telegraph offices, Buckle, Key, Match and carriage pole manufactories, and a Horse

Railroad. Savin Rock, so widely known and having so high a reputation as a watering place is on the shore of Long Island Sound, in the borough of West Haven, and only about a mile from the centre or public square. The horse cars run between New Haven and this place every fifteen minutes, and during the summer two steamers run to and fro. There is a street running the whole length of the shore of New Haven Bay and the Sound for miles below Savin Rock. It is one of the pleasantest drives known in these parts, and is much traveled, hundreds of fine establishments passing over it daily during the summer.

The increased valuation of the property throughout the borough has been very great during the last fifteen years. Previous to the building of the Kimberly Avenue bridge across West River, closely uniting West Haven to New Haven the land was held at comparatively low figures, and real estate transfers were of very rare occurrence, but the opening of this communication brought the property into great demand for residences, gardening purposes, &c. Land that was sold fifteen years ago for \$5 per foot is sold now for from \$20 to \$60 per foot.

And now, finally, we approach the lovely city which forms the terminus of this division of our line, the City of New Haven, embowered in its wealth of luxuriant foliage, and famous the country, nay, the world over, as well for its natural beauties and surroundings as for the cultivation and

THE

West Haven Journal,

OFFICE, THOMPSON'S BLOCK,

West Haven, Conn.

H. I. THOMPSON, - - - *Editor and Publisher.*

So now, reader, having traversed with you in imagination the romantic regions lying eastward from Gotham, along the Sound, pointing out its beauties as we went, and telling here and there little pages of its history as they chanced to suggest themselves, we now lift our hat and respectfully wish you "good bye." But stop! let it be "*au revoir*" instead, for we hope at some future day to make the journey with you again, and, should occasion offer, to give you a revised and enlarged view of HOMES ON THE SOUND.

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[See Cut on Page 48.]

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refinement of which it is the seat. Now we cross the meadows through which the West River winds its way to the Bay, catch a glimpse of the rocky battlements of West Rock in the distance, see on the other hand New Haven harbor studded with craft, and presently, after whizzing through the densely settled purlieus which line the southern portion of the city's water front, shoot into the depot, soon to be replaced by a magnificent structure, now approaching completion, and hear the brakeman cry

NEW HAVEN.

(73 miles ; 27 trains daily. Time, 2 hours, 35 min.)

It is, of course, not to our purpose here, even did space permit, to give that full description of the beautiful Elm City which it might justly claim at the hands of even an ordinary guide book writer. One whose good fortune it has been to make the city either temporarily or permanently a residence need not be told that its charms are such that viewing them in any light, even the most accomplished pen picturer may well approach with hesitancy an effort to portray them. For here one finds every pre-requisite of a delightful place of residence. A city of sixty thousand inhabitants, the largest, in fact, in Connecticut, and the third in New England, it is yet one continuous series of villas and gardens, and groves, amid which one may easily fancy himself far removed from the bustle and din of daily business life.

Here is the venerable Yale College with its one hundred and seventy-five years of honored and useful record, and from whose shaded *campus* have gone forth thousands to win name and fame in every quarter of the land. Here are the graves of Goff, Whalley and Dixwell, the Regicides ; here, Center Church, the great focus of Kansas' liberty ; here, the "Green," originally set apart by the settlers of Quinnipiac as a public park, and maintained to this day for that purpose

with jealous fidelity; here, in short, are thousands of time-honored landmarks and mementos, around which has grown up one of America's handsomest and most prosperous cities.

But we need not tell of New Haven's long list of elegant buildings, public and private, her churches, schools, banks, newspapers, and scores of useful industries; suffice it to say that in all these particulars she is second to no city of her size in the country, while in fact surpassing most. As a place of residence for those seeking HOMES ON THE SOUND, New Haven, while of course out of the question for those whose daily business calls them to the metropolis, yet commends herself to men of wealth and leisure who may not desire to visit New York oftener than once or twice a week. Such may find in the Elm City a charming and most convenient home.

Beyond New Haven two routes divide our attention, each of them, however, rich with attractions for tourists. First we may follow the line northward, through the populous towns of Wallingford and Meriden, and the great city of Hartford, to Springfield, Mass., where we connect, without change of cars, for Worcester, Boston, the White Mountains and all points in northeastern New England and Canada; or, second, we may take the Shore Line, which, still skirting the margin of Long Island Sound, traverses a region rich in summer watering place resorts, and passing through New London, Stonington and Providence, also brings us into Boston in equally good season with trains by the other route. And here on these picturesque shores the summer loiterer may find an hundred pleasant HOMES ON THE SOUND in any one of which he may bid adieu to care for a while and enjoy the *dolce far niente* of a mid-summer vacation.


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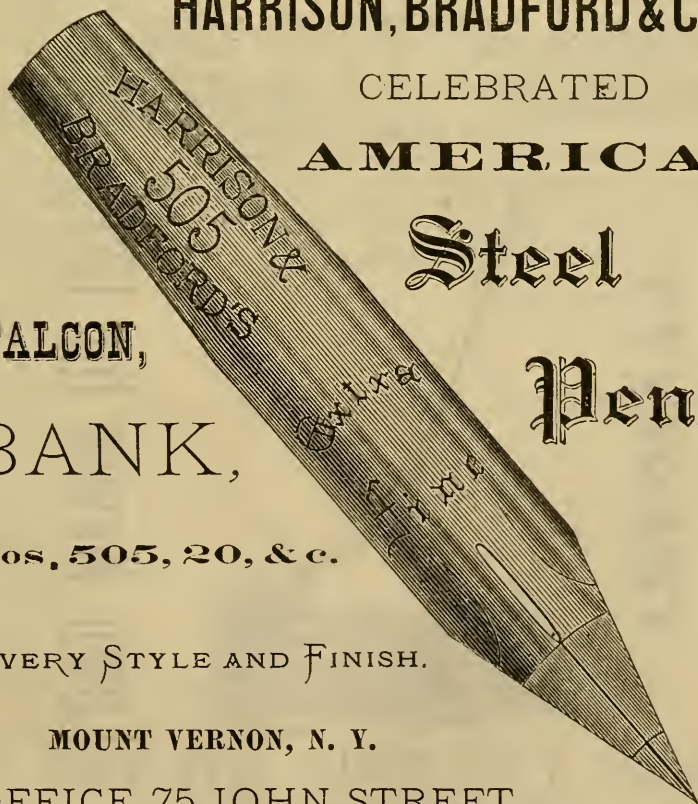
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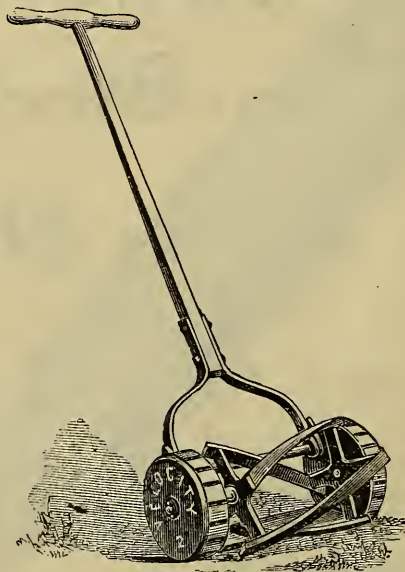
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REFERENCES :

Prof. Elie Charlier, 108 W. 59th st., N.Y.	Rev'd E. F. Mundy, Port Chester.
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New York, New Haven and Hartford Railroad Time Table,

APRIL 15, 1875.

NEW YORK & NEW HAVEN DIVISION.

MAIN LINE.

TRAINS LEAVE GRAND CENTRAL DEPOT AS FOLLOWS:

7.10 A. M.	for New Haven and all intermediate Stations.
8.05 "	" New Rochelle, Stamford, New Canaan, South Norwalk, Bridgeport, New Haven and Boston.
9.05 "	" New Haven and all intermediate Stations.
10.00 "	" South Norwalk, Bridgeport, New Haven and Boston.
10.10 "	" Stamford and all intermediate Stations.
12.00 M.	" New Haven and all intermediate Stations.
1.00 P. M.	" Stamford, New Canaan, South Norwalk, Bridgeport, New Haven and Boston.
2.20 "	" New Haven and all intermediate Stations.
3.00 "	" Stamford, South Norwalk, Bridgeport, New Haven and Boston.
3.55 "	" Stamford and all intermediate Stations.
4.38 "	" New Rochelle Junction, Stamford, New Canaan, and all intermediate Stations from Stamford to New Haven.
4.45 "	" Stamford and all intermediate Stations.
5.15 "	" New Rochelle, Port Chester, Greenwich, Stamford, and all intermediate Stations (except Woodmont) from Stamford to New Haven.
5.40 "	" South Norwalk and all intermediate Stations.
6.35 "	" South Norwalk and all intermediate Stations.
7.00 "	" New Rochelle, Port Chester, Stamford, South Norwalk, Bridgeport, New Haven and Boston.
7.20 "	" Stamford and all intermediate Stations.
8.10 "	" New Rochelle, Port Chester, Stamford, South Norwalk, Bridgeport, New Haven and Boston.
* 9.10 "	" Mount Vernon, Mamaroneck, Rye, Stamford, South Norwalk, Bridgeport, New Haven and Boston.
11.35 "	" Stamford and all intermediate Stations.

* Daily, Sundays included.

† Sundays only.

HARLEM RIVER BRANCH.

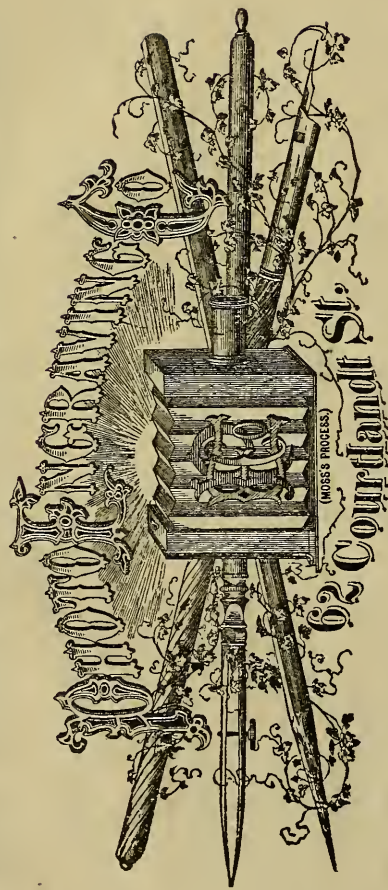
Boats leave Fulton Market Slip, as per Time Table of Morrisania Steamboat Company on page 25, connecting with trains leaving Harlem River as follows :

7.00 A. M.	for New Rochelle and all intermediate Stations, except New Rochelle Junction.
8.00 "	" Westchester, New Rochelle Junction and New Rochelle.
9.15 "	" New Rochelle and all intermediate Stations, except New Rochelle Junction.
1.00 P. M.	" " "
3.55 "	" " "
4.40 "	" " except New Rochelle Junction.
5.10 "	" " "
6.45 "	" " "

L. SMITH HOBART,
President.

JOHN C. MOSS,
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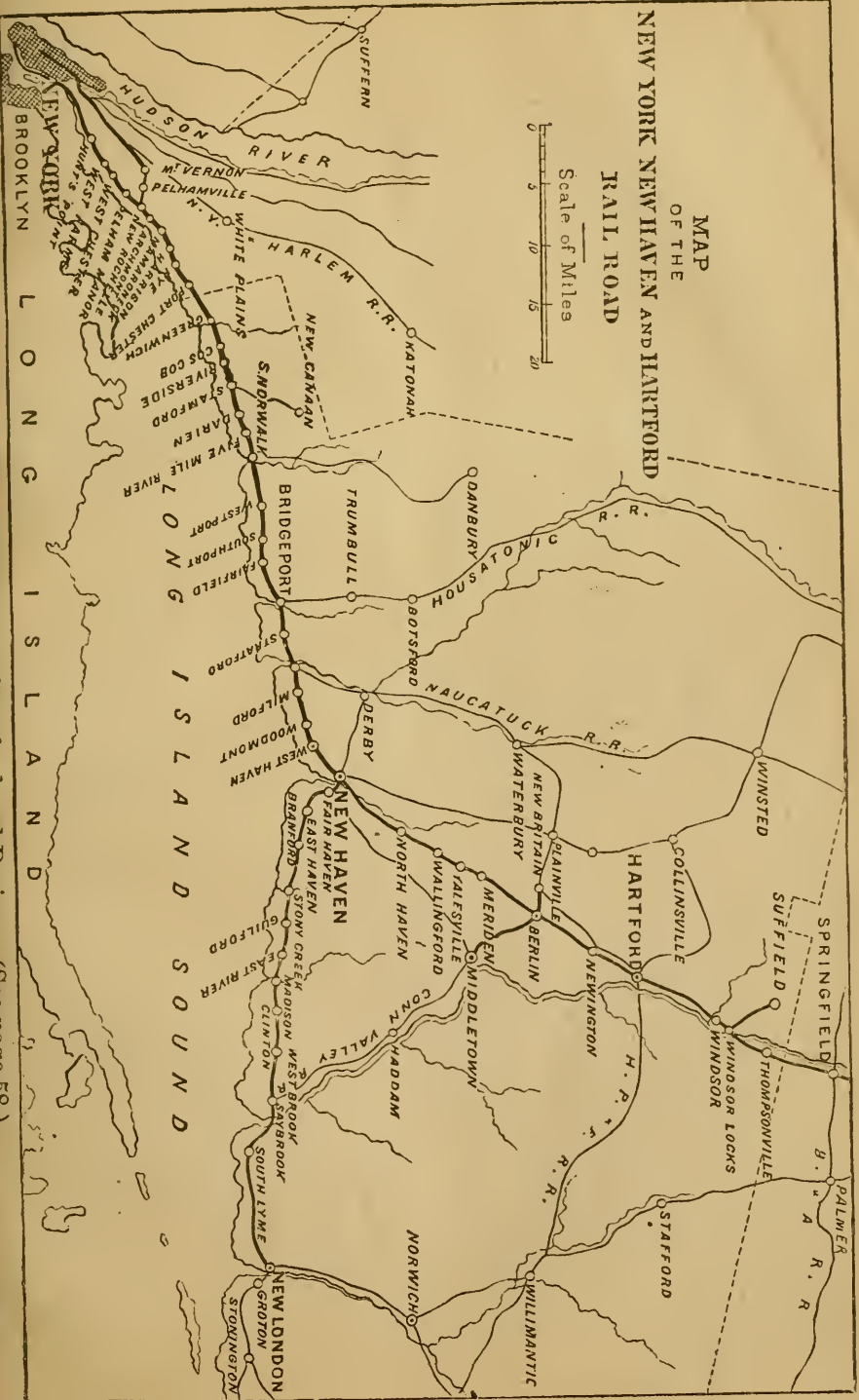
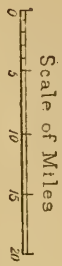


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MAP OF THE NEW YORK NEW HAVEN AND HARTFORD RAIL ROAD

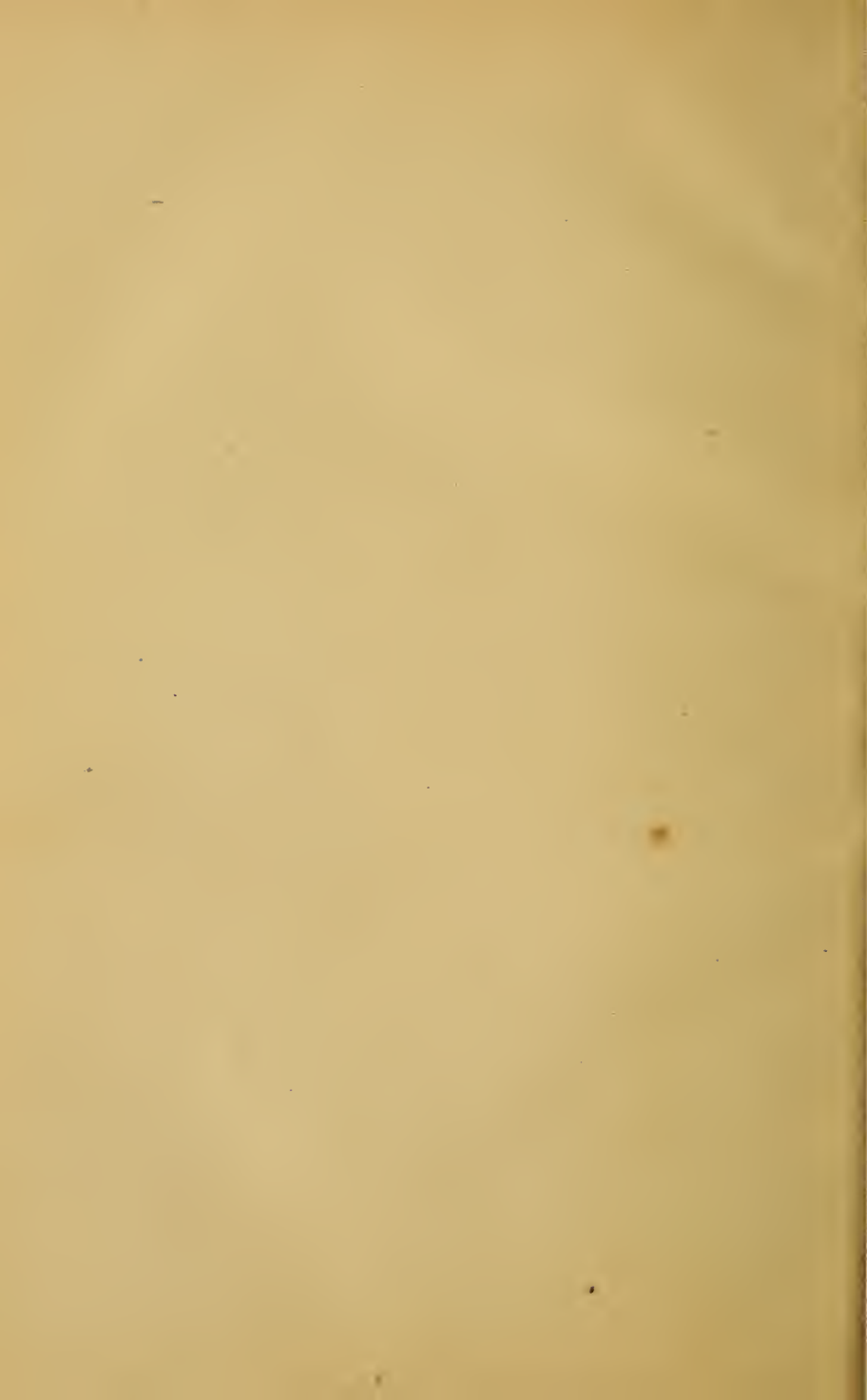


Newton (omitted) is between Stamford and Darien.—(See page 58.)

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